

<b>REQUEST FOR COUNCIL ACTION</b> CITY OF SAN DIEGO	CERTIFICATE NUMBER (FOR COMPTROLLER'S USE ONLY)
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TO: CITY COUNCIL	FROM (ORIGINATING DEPARTMENT): Planning	DATE: 9/21/2016
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SUBJECT: Uptown Community Plan Update.

PRIMARY CONTACT (NAME, PHONE): Marlon Pangilinan,(619) 235-5293 MS-143	SECONDARY CONTACT (NAME, PHONE): ,
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**COMPLETE FOR ACCOUNTING PURPOSES**

FUND	100000				
FUNCTIONAL AREA	OTHR-00000000				
COST CENTER	1619000014				
GENERAL LEDGER ACCT	512059				
WBS OR INTERNAL ORDER	21003869				
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00

FUND					
FUNCTIONAL AREA					
COST CENTER					
GENERAL LEDGER ACCT					
WBS OR INTERNAL ORDER					
CAPITAL PROJECT No.					
AMOUNT	0.00	0.00	0.00	0.00	0.00

COST SUMMARY (IF APPLICABLE): None.

**ROUTING AND APPROVALS**

CONTRIBUTORS/REVIEWERS:	APPROVING AUTHORITY	APPROVAL SIGNATURE	DATE SIGNED
Environmental Analysis	ORIG DEPT.	Murphy, Jeff	10/11/2016
Liaison Office	CFO		
	DEPUTY CHIEF	Graham, David	10/14/2016
	COO		
	CITY ATTORNEY	Neuffer, Corrine	
	COUNCIL PRESIDENTS OFFICE		

PREPARATION OF:     RESOLUTIONS     ORDINANCE(S)     AGREEMENT(S)     DEED(S)

1. CERTIFY Final Program Environmental Impact Report Sch. No. 2016061023 and adoption of the Findings, a Statement of Overriding Considerations, and a Mitigation, Monitoring and Reporting Program (MMRP); and
2. APPROVE a resolution amending the Uptown Community Plan and amending the General Plan; and
3. APPROVE an ordinance repealing Land Development Code Chapter 15, Article 12 and Article 20 related to the Mid-City Communities Planned District; and

4. APPROVE an ordinance repealing Land Development Code Chapter 15, Article 20 related to the West Lewis Street Planned District; and	
5. APPROVE an ordinance rezoning the Uptown Community Planning Area to Citywide zoning, and	
6. Approve an ordinance amending the Land Development Code Chapter 13, Article 2, Division 14 amending the Community Plan Implementation Overlay Zone and amending the City's certified Local Coastal Program.	
STAFF RECOMMENDATIONS: Approve Requested Actions.	
SPECIAL CONDITIONS (REFER TO A.R. 3.20 FOR INFORMATION ON COMPLETING THIS SECTION)	
COUNCIL DISTRICT(S):	3
COMMUNITY AREA(S):	Uptown.
ENVIRONMENTAL IMPACT:	The City of San Diego as Lead Agency under CEQA has prepared and completed a comprehensive Program Environmental Impact Report to analyze impacts associated with the project and associated discretionary actions in accordance with Section 15164 of the State of California Environmental Quality Act (CEQA) Guidelines.
CITY CLERK INSTRUCTIONS:	10/7/16 - Public Notice has been updated with PC recommendation and new City Council hearing date of 11/14/16.  The Notice of Public Hearing shall be distributed 10 business days before the date of the public hearing to the City Always List, the Uptown Always List, Tribal Noticing List, and shall be published in a newspaper of general daily circulation.

**COUNCIL ACTION  
EXECUTIVE SUMMARY SHEET  
CITY OF SAN DIEGO**

DATE: 9/21/2016

ORIGINATING DEPARTMENT: Planning

SUBJECT: Uptown Community Plan Update.

COUNCIL DISTRICT(S): 3

CONTACT/PHONE NUMBER: Marlon Pangilinan/(619) 235-5293 MS-143

**DESCRIPTIVE SUMMARY OF ITEM:**

The Uptown Community Plan Update would provide a long-range, comprehensive policy and zoning framework for urban growth and development within the Uptown community planning area and consist of a comprehensive update amending the 1988 Uptown Community Plan and the General Plan; amendment of the Municipal Code to the repeal Chapter 15, Article 12 and Article 20 related to the Mid-City Communities and West Lewis Street Planned Districts; amendment of Chapter 13 Article 2 of the Municipal Code to amend the boundaries of the Community Plan Implementation Overlay Zone; rezones consistent with the update Community Plan; certification of a Program Environmental Impact Report, and an Impact Fee Study.

**STAFF RECOMMENDATION:**

Approve Requested Actions.

**EXECUTIVE SUMMARY OF ITEM BACKGROUND:**

While the 1988 Uptown Community Plan was seen as a progressive Smart Growth document for its time, there are elements in the 1988 plan that were in need of an update to bring it into conformance with not only the General Plan (2008), but also the City's Climate Action Plan. Additionally, as development activity in the community continued especially in areas zoned for tall buildings and designated for high density, mixed-use development, issues over building height and compatibility of new development arose as major issues needing to be addressed in a community plan update process.

The Uptown Community Plan was comprehensively updated to be consistent with the General Plan and address the issues surrounding urban design. In addition to maintaining high to very-high density (44 to 109 dwelling units per acre) in transit-oriented villages and Transit Priority Areas (TPAs), the draft plan includes an urban forestry section; a historic preservation element that includes the identification and preservation strategies for historical resources; and a comprehensive urban design element that establishes specific height limits along transit corridors, and includes policies that address development transitions between lower density and higher density development. The draft community plan identifies multi-modal infrastructure and identifies locations of parks, recreation facility opportunities, park equivalencies, and refinements to the community's open space boundaries. The community plan also provides specific policies related to sustainable growth and development practices in order to implement the City's Climate Action Plan.

**CITY STRATEGIC PLAN GOAL(S)/OBJECTIVE(S):**

The community plan update is in direct alignment with the following City of San Diego Strategic Plan goals and objectives; specifically:

Goal 2 – Work in partnership with all of our communities to achieve safe and livable neighborhoods and,

Goal 3 – Create and sustain a resilient and economically prosperous City.

**FISCAL CONSIDERATIONS:**

Impact Fee Studies (IFS) and associated Development Impact Fees (DIF) for the Uptown community is currently being prepared by City Staff. When completed, the IFS and associated DIFs will be presented to the City Council for consideration and approval. These DIFs when adopted, will be a partial funding source for the public facilities envisioned for the communities and contained within the IFS. Portions of facilities costs not funded by DIF will need to be identified by future City Council actions in conjunction with the adoption of the Capital Improvements Program (CIP) budgets.

**EQUAL OPPORTUNITY CONTRACTING INFORMATION (IF APPLICABLE):**

None.

**PREVIOUS COUNCIL and/or COMMITTEE ACTION** (describe any changes made to the item from what was presented at committee):

Smart Growth and Land Use scheduled for 10/19/16.

**COMMUNITY PARTICIPATION AND PUBLIC OUTREACH EFFORTS:**

An extensive community outreach process was conducted for the community plan update including a range of stakeholders and avenues for input such as Community Plan Update Advisory Committee meetings, workshops, open house events, and a multi-day charrette process. Subsequent input has been provided by the Uptown Planners, the officially recognized Community Planning Group.

On October 4, 2016, the Uptown Planners voted 11-2-1 to reaffirm support of the Density Redistribution Alternative, previously recommended height limits, and other resolutions on the community plan update. The Uptown Planners also voted 11-1-0 to include the area within the RM-2-5 zone in University Heights into the CPIOZ Type A with a height limit of 30 feet.

**KEY STAKEHOLDERS AND PROJECTED IMPACTS**

Residents, property owners, and local business owners affiliated with the Uptown community planning; The Uptown Planners, and other neighborhood and community organizations.

Murphy, Jeff

Originating Department

Graham, David

Deputy Chief/Chief Operating Officer



THE CITY OF SAN DIEGO

## Report to the City Council

DATE ISSUED: November 7, 2016 REPORT NO: 16-088

ATTENTION: Honorable Council President Sherri Lightner and City Councilmembers,  
Agenda of November 14, 2016

SUBJECT: Uptown Community Plan Update

### REQUESTED ACTION:

Approve the Uptown Community Plan Update, associated rezones, and amendments to the Land Development Code.

### STAFF RECOMMENDATION:

1. **CERTIFY** Final Program Environmental Impact Report (FEIR) SCH No. 2016061023 and **ADOPT** Findings, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (MMRP); and
2. **APPROVE** a resolution amending the Uptown Community Plan and amending the General Plan; and
3. **APPROVE** an ordinance amending the Land Development Code to repeal Chapter 15, Article 12 related to the Mid-City Communities Planned District; and
4. **APPROVE** an ordinance amending the Land Development Code to repeal Chapter 15, Article 20 related to the West Lewis Street Planned District; and
5. **APPROVE** an ordinance rezoning land within the Uptown planning area consistent with the Uptown Community Plan.
6. **APPROVE** an ordinance amending the Land Development Code to amend Chapter 13, Article 2 (Community Plan Implementation Overlay Zone) and amending the City's certified Local Coastal Program (de minimis amendment).

### EXECUTIVE SUMMARY OF ITEM BACKGROUND:

The update to the Uptown Community Plan was conducted in order to bring it into conformance with the 2008 General Plan and City's Climate Action Plan and to address growing issues surrounding urban design. The community plan update work program has resulted in a comprehensive update of the 1988. The draft Uptown Community Plan provides vision, guiding principles, policies and specific proposals to guide future growth and provide for the quality of life in this distinctive, vibrant historic community.

In 2008, the City Council adopted the Interim Height Ordinance (IHO) as a result of community concerns that proposed development projects would be out of scale with the character of the

community. The IHO restricts building heights below building heights allowed by the Planned District zones and provided discretionary review for large scale projects in others. Because building height was a major issue in the community, the City Council adopted the IHO to assist with facilitating the plan update process and to ensure that high-rise developments would not circumvent the debate on building height, neighborhood scale and character until the community plan was adopted.

#### DISCUSSION:

The Uptown planning area consists of 2,700 acres and lies north of Downtown San Diego. It is bounded on the north by the hillsides of Mission Valley, on the east by Park Boulevard, and on the west and south by Old Town San Diego and Interstate 5. The Uptown community is located on a mesa that is divided by canyons and bordered by Presidio Park to the northwest and Balboa Park to the southeast. The community consists of six neighborhoods: Bankers Hill/Park West, Hillcrest, Mission Hills, Medical Complex, Middletown, and University Heights.

The draft Uptown Community Plan is an update to the 1988 Uptown Community Plan which at the time of its adoption redefined residential development patterns. The 1988 community plan is an early example of smart growth planning. It provided a strong policy framework for preservation and rehabilitation of single-family and low-density neighborhoods, while also providing for higher density development along commercial corridors where transit is located, and where increased development intensity could be accommodated through parcel accumulation. The draft update largely maintains this foundation while making adjustments to reflect current conditions, address neighborhood scale and character issues, incorporate the community's updated vision, and implement the General Plan and Climate Action Plan.

#### A. Why is an update to the current Uptown Community Plan needed?

While the 1988 Uptown Community Plan was seen as a progressive Smart Growth document for its time, there are elements in the 1988 plan that were in need of an update to bring it into conformance with not only the General Plan (2008), but also the City's Climate Action Plan. Additionally, as development activity in the community continued especially in areas zoned for tall buildings and designated for high density, mixed-use development, issues over building height and compatibility of new development arose as major issues needing to be addressed in a community plan update process.

The Uptown Community Plan was comprehensively updated to be consistent with the General Plan and address the issues surrounding urban design. In addition to maintaining high to very-high density (44 to 109 dwelling units per acre) in transit-oriented villages and Transit Priority Areas (TPAs), the draft plan includes an urban forestry section; a historic preservation element that includes the identification and preservation strategies for historical resources; and a comprehensive urban design element that establishes specific height limits along transit corridors, and includes policies that address development transitions between lower density and higher density development. The draft community plan identifies multi-modal infrastructure and identifies locations of parks, recreation facility opportunities, park equivalencies, and refinements to the community's open space boundaries. The community plan also provides specific policies related to sustainable growth and development practices in order to implement the City's Climate Action Plan.

B. What does the Uptown Community Plan Update attempt to accomplish?

The community plan update identifies land use and multi-modal mobility strategies to cohesively guide growth and development consistent with the General Plan. It fosters walkable and transit-oriented communities. The draft community plan focuses future development along transit corridors and villages. Consistent with the 1988 Uptown

Community Plan, draft community plan maintains single-family and low-density residential areas that comprise the majority of land uses. The draft community plan focuses development along established transit infrastructure, which helps to reduce vehicle trips and miles traveled, and supports bicycling and walking as transportation choices.

C. What are some of the more significant changes being proposed in the plan update?

1. Land Use

While the draft community plan maintains a majority of the current adopted plan density ranges, the draft community plan proposes reductions in residential density along mixed-use corridors and within multi-family residential designated areas from the 1988 community plan. These reductions are proposed to protect existing neighborhood character by improving development transitions between new and existing development, to reflect physical constraints associated with the difficulty in maximizing density on small parcels, and to reduce pressure on infrastructure and facility needs within specific neighborhoods. The areas of proposed reductions in residential density would help preserve the small-scale business storefronts and lower-scale character predominate in residential neighborhoods. In other areas the proposed reductions would provide better development transitions to lower-scaled development by creating a more compatible variation in development intensity between the areas designated for higher intensity, commercial and mixed-use development and existing lower-scale, residences immediately adjacent.

The land uses densities proposed in the draft community plan balances the community planning group's recommendations for reduced residential densities and the need to maintain residential density along transit corridors to be consistent with the CAP. The draft Uptown Community Plan maintains transit-supportive density adjacent and along commercial transit corridors and village areas while including the density reduction in other locations.

2. Multi-Modal

The draft community plan envisions the development of a balanced, multi-modal transportation network that improves pedestrian, bicycle and transit access while also addressing vehicular traffic capacity. A major component of the draft community plan is to enhance the pedestrian environment throughout the community and consider circulation improvements in an effort to create a more efficient multi-modal circulation network. The Mobility Element describes improvements that support a "complete streets" network and

encourage alternative modes of transportation. Improvements include enhanced bike facilities and improved walkability, the inclusion of Intelligent Transportation Systems, and the inclusion of Transportation Demand Management program strategies. Refer to the Mobility Element for more information regarding the multi-modal aspects of the community plan.

### 3. Open Space Boundary

As part of the update effort, staff completed an extensive Multiple Species Plan (MSCP) mapping effort to adjust the open space boundary lines that are adjacent to single-family homes along canyons in order to accurately reflect existing development. Refer to Section 8.2 Natural Resource Conservation of the Conservation Element and Appendix B of the community plan.

### 4. Recreation & Conservation

Opportunities for additional park land and recreational facilities are anticipated to come primarily through the acquisition of private property for parks, development of public properties for parks and recreational facilities, and through the identification of park equivalencies. Given that vacant land is cost-prohibitive for population-based parks, the General Plan allows for the use of park equivalencies. The draft community plan consists of joint-use facilities, trails through open space, non-traditional parks, portions of resource-based parks (e.g. Balboa Park), and building expansion or upgrades to existing recreational facilities. Approximately, 44 acres of population-based parks and park equivalencies are proposed with the community plan update.

The Recreation Element summarizes the existing and future parks, recreation facilities, and park equivalencies that have been identified within the Uptown to supplement the community's existing population-based park and recreation facilities inventory. The Element includes recommendations related to developing non-traditional parks on excess public right-of-way such as on Normal Street in Hillcrest, joint-use facilities with elementary schools in Mission Hills, incorporating trail amenities within open space in Bankers Hill, and parks and recreational facility upgrades in Balboa Park. Privately-owned under-utilized and vacant properties are also identified as potential park sites through opportunistic purchases and would not preclude permitted development per the underlying land use or zone.

### 5. Urban Design

#### a. Building Transitions

The Urban Design Element focuses on building transitions and incorporates policies that place a greater emphasis on ensuring better transitions between future high density/intensity projects along the transit corridors and the lower density established neighborhoods adjacent to these areas. The draft community plan provides design direction to prevent the bulk of higher scale buildings from imposing upon adjacent or neighboring lower-scale buildings. The plan includes guidelines for designing development transitions between lower and higher density areas of the community,

where higher scale buildings consistent with the land use designation and zoning could be built adjacent to lower scale buildings. As illustrated in Urban Design Element Figure 4-11 of the draft plan, the figure shows how transition planes can guide the bulk and massing of higher scale buildings to minimize visual intrusiveness on neighboring lower scale buildings based on the location of the transition line in respect to the lot.

b. Building Height

The Interim Height Ordinance (IHO) would be rescinded with the adoption of the proposed Uptown Community Plan. Building heights within higher density multifamily and mixed-use corridors that were previously regulated under the IHO, would be addressed through the use of the Community Plan Implementation Overlay Zone (CPIOZ), which allows the application of supplemental development regulations tailored to specific sites within the community. Under the proposed CPIOZ, building heights and the applicable level of development approval within the Mission Hills and Bankers Hill/Park West neighborhoods would be similar as they currently are under the IHO. Building heights within particular areas of Hillcrest would be increased to allow development up to 100 and 120 feet with discretionary review. These new building heights were selected to allow for more development flexibility especially in high density areas in the community. Additionally, these proposed building heights would not only reasonably accommodate high density residential development, but would also allow development transitions to lower-scale neighborhoods, the incorporation of creative design, and provide opportunities for public space on the ground floor.

In areas where CPIOZ is applied, the proposed height limits would control building scale and provide height limits where none are provided under the proposed base zoning. Under CPIOZ, height limits would be set to establish thresholds for ministerial and discretionary review and allow development flexibility in addressing development on small parcels, opportunities for public space on the ground floor, and creative design. The proposed Uptown Community plan identifies two CPIOZ types that allow for either ministerial or discretionary approval (Attachment 7):

- CPIOZ Type A: Identifies areas where ministerial approval is granted for development.
- CPIOZ Type B: Identifies areas where discretionary approval is granted through a Process 3 Site Development Permit for development.

6. Historic Resources

The Historic Preservation Element (HPE) of the proposed plan contains specific goals and recommendations to address the history and cultural resources unique to Uptown in order to encourage appreciation of the community's history and culture. These policies along with the General Plan policies provide a comprehensive historic preservation strategy for Uptown. The HPE was developed utilizing technical studies prepared by qualified experts, as well as

extensive outreach and collaboration with the community planning group and preservation advocacy groups such as Mission Hills Heritage and the Save Our Heritage Organization. The HPE contains detailed language and policies in relation to the preservation and protection of historic resources.

D. Is the Community Planning Area Boundary between Uptown and North Park being revised?

The University Heights neighborhood is within the Uptown and North Park community plan areas. Members of the University Heights Community Association (UHCA) have requested to have the portion of University Heights in North Park from Texas Street to Lincoln Street be located within the Uptown community planning area boundaries, so they can voice their concerns on land use matters to a single planning group as opposed to two, especially when development projects are proposed along Park Boulevard. The members of the UHCA have stated that they identify more with the Uptown Planner's positions on development projects, and prefer the adopted Uptown Community Plan's emphasis on individual neighborhood identity. Existing community planning area boundaries are generally determined by natural features such as coastlines and canyons, and major man-made features such as freeways. Staff has determined that there is not a compelling land use planning rationale for changing the boundary, and has not included a boundary change in the staff recommendation.

E. How does the Community Plan implement the Climate Action Plan?

The City of San Diego's Climate Action Plan (CAP) lays out five bold strategies to meet 2020 and 2035 greenhouse gas (GHG) emissions targets. Community plan updates play a major role in implementing Strategy 3: Bicycling, Walking, Transit & Land Use. Key CPU-related measures under Strategy 3 include:

- Action 3.1: Implement the General Plan's Mobility Element and the City of Villages Strategy in Transit Priority Areas to increase the use of transit;
- Action 3.2: Implement pedestrian improvements in Transit Priority Areas to increase commuter walking opportunities;
- Action 3.3: Implement the City of San Diego's Bicycle Master Plan to increase commuter bicycling opportunities; and
- Action 3.6: Implement transit-oriented development within Transit Priority Areas.

Emissions reductions attributed to effective land use in Action 3.6 equal 1.0 percent of the total GHG reductions anticipated with implementation of the CAP by 2035 and 4.3 percent of the reductions resulting from local actions. All Strategy 3 Actions mentioned above total 3.6 percent of the total reductions and 14.9 percent of local actions for 2035.

As detailed in the qualitative analysis contained in Attachment 8, the Uptown community plan update complies with the CAP through: identification of village locations, applying land use designations and implementing zoning to support transit-oriented development, supporting transit operations and access, and designing a multi-modal mobility network, among other measures. Because of the citywide nature of the GHG reductions, the CAP does not include a specified quantitative target applicable to each individual community plan. Just as the General Plan acknowledges that implementation of the City of Villages strategy will vary by community, so too

do CAP measures require thoughtful discretion in application so that co-benefits are achieved to the maximum extent possible, and City responsibilities to implement additional state laws (related to general plans, environmental justice, water quality, air quality, housing, fire safety, and others topics) are addressed.

In addition, while the City has committed to meeting its GHG reduction targets, there is flexibility in how those targets are attained. As stated on page 29 of the CAP, “for identified local ordinance, policy or program actions to achieve 2020 and 2035 GHG reduction targets, the City may substitute equivalent GHG reductions through other local ordinance, policy or program actions.” This will allow the City to be responsive to changes in technology and public policy priorities, as well as to seek the most cost-effective and beneficial strategies over the long-term implementation of the CAP.

Quantitative precision in achieving reductions is an exercise that is most appropriately addressed on a citywide level during the annual monitoring of the CAP as a whole. However, City staff, in coordination with SANDAG and consultants, has prepared a supplemental planning report to further analyze the changes in vehicle miles traveled (VMT) per capita, commuter travel trip length, and mobility mode share in Transit Priority Areas (see Attachment 9).

F. How will the community plan be implemented?

The draft community plan provides community-specific, tailored policies and a long-range physical development guide for City staff, decision makers, property owners, and citizens engaged in community development. Key tools to implement the plan include:

1. Impact Fee Study (IFS)

An IFS with associated Development Impact Fee (DIF) for Uptown is concurrently prepared as a part of the community plan update work program (Attachment 10). The IFS and associated DIF will be presented to the City Council for consideration and approval in conjunction with their consideration of the proposed update to the community plan. The DIF, when adopted, will

be a partial funding source for the public facilities envisioned for the community and contained within the respective IFS. Portions of facilities costs not funded by DIF will need to be identified by future City Council actions in conjunction with the adoption of Capital Improvements Program (CIP) budgets.

2. Zoning Program

The adopted Mid-City Communities Planned District Ordinance (MCPDO) and the West Lewis Street Planned District Ordinance (WLSPDO) would be repealed and replaced with citywide zones of the Land Development Code (LDC) in order to streamline and consolidate development processing. Attachment 11 reflects the proposed zoning map for the Uptown planning area.

3. Potential Historic Districts

The identification and prioritization of potential historic districts is an important component of the plan update process as Uptown is home to many valuable historic resources as evidenced by the number of designated historic resources. This includes individually-designated resources, as well as two designated historic districts that include the Mission Hills Historic District and the Stockton Line Historic District.

In order to further preserve the character and heritage of the community, City staff has identified a number of additional proposed historic districts that are included in the HPE. These proposed districts are illustrated on Figure 10-3 of the HPE. In determining how to process the potential historic districts, the Planning Department developed prioritization factors, weighted in order of importance, as follows: Priority for Uptown Planners (Community Planning Group); Survey-Identified vs. Community-Identified Districts; Volunteer effort currently underway; as well as redevelopment Interest. Based on this criteria, the following three proposed districts have been prioritized: Heart of Bankers Hill, Horton's Addition, as well as Arnold & Choates and The Park Boulevard Apartment West & East (Attachment 12). Once the draft community plan is adopted, the City will initiate steps to establish these top priority districts should the City Council approve the draft community plan.

Three districts could be processed annually based on the capacity of staff and the Historical Resources Board and funding availability. The size of the potential historic districts would also need to be taken into consideration. The City would annually process one district from North Park, Golden Hill, and Uptown. Once all districts in a planning area are processed, the work program would alternate two in one planning area and one in the other.

4. Streamlining for infill projects

CEQA Guidelines Section 15183.3 allows the City to streamline environmental review for individual infill projects. Future development projects can rely on the analysis in the PEIR prepared for the community plan update if the project meets applicable criteria for an infill project, and would only need to address project-specific impacts not addressed in the PEIR.

CITY STRATEGIC PLAN GOAL(S)/OBJECTIVE(S):

The community plan update is in direct alignment with the following City of San Diego Strategic Plan goals and objectives; specifically,

- Goal 2 – Work in partnership with all of our communities to achieve safe and livable neighborhoods) and,
- Goal 3 – Create and sustain a resilient and economically prosperous City.

FISCAL CONSIDERATIONS: None

EQUAL OPPORTUNITY CONTRACTING INFORMATION (if applicable): N/A

PREVIOUS COUNCIL and/or COMMITTEE ACTIONS:

On October 19, 2016, The Smart Growth and Land Use Committee will provide a recommendation on the Uptown Community Plan Update.

COMMUNITY PARTICIPATION AND OUTREACH EFFORTS:

Starting in 2009, the City conducted an extensive community outreach process, where a wealth of valuable community information was received through a variety of avenues, including workshops, meetings and community outreach sessions, including formation of a community plan update advisory committee. The outreach included advisory committee meetings on various land use topics, historic resources and mobility open house events, and a workshop on urban design. A multi-day workshop or "charrette" was conducted and focused on community engagement and identified major issue areas to produce a community plan vision and conceptual planning framework. Subsequent input has been provided by the Uptown Planners, the officially recognized community planning group and at previous public meetings and hearings:

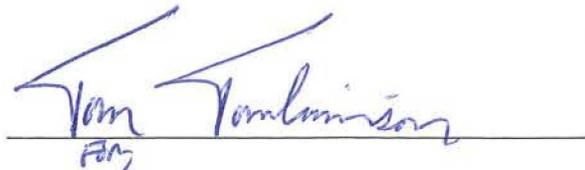
- On October 6, 2016, the Planning Commission voted 5-0-2 to recommend approval of the Uptown Community Plan Update with the following modifications: Include new Mobility Element policies related to bicycle commuter accommodations for large employers and electrical vehicle charging stations, keep the adopted community plan's land use map without the Interim Height Ordinance, include the community plan update policies, eliminate the Planned District Ordinances and use Citywide zoning, include recommendations on the Climate Action Plan, initiate a Specific Plan for the Uptown Gateway District proposal, adopt changes in Attachment 14 of the Planning Commission Staff Report, and to include the Community Plan Implementation Overlay Zone thresholds for community review and remove references to height control.
- On October 4, 2016, the Uptown Planners voted 11-2-1 to reaffirm support of the Density Redistribution Alternative, previously recommended height limits, and other resolutions on the community plan update (Attachment 2). The Uptown Planners also voted 11-1-0 to include the area within the RM-2-5 zone in University Heights into the CPIOZ Type A with a height limit of 30 feet.
- On September 20, 2016, the Historical Resources Board voted 5-1-0 to recommend approval of the Uptown Historical Survey, the Community Plan Historic Preservation Element, and the historical resources sections of the EIR with minor amendments.
- On August 10, 2016, the Technical Advisory Committee recommended against the use of the Community Plan Implementation Overlay Zone to limit height, the elimination of the Planned District Ordinances, and to use Citywide base zones for height.
- On June 16, 2016, the Park and Recreation Board voted unanimously to recommend approval of the Uptown Community Plan Recreation Element.

KEY STAKEHOLDERS AND PROJECTED IMPACTS:

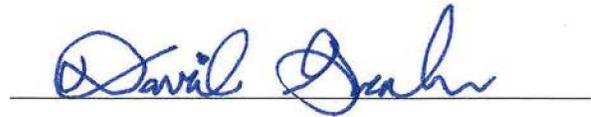
Residents, property owners and local business owners and their employees affiliated with the Uptown planning area; the Uptown Planners, and other community associations.

CONCLUSION:

The draft Uptown Community Plan provides the vision, guiding principles, policies and specific proposals to guide future growth and provide for the quality of life in this distinctive, vibrant and historic community consistent with the City's General Plan and Climate Action Plan. The community plan provides smart growth goals and policies, clear urban design guidance, and policies for preservation of the community's historic and natural resources. The community plan was drafted through a community-based process and greatly benefitted from the efforts of an engaged citizenry and stakeholders, including past and present members of the Uptown Planners.



Jeff Murphy, Director  
Planning Department



David Graham  
Deputy Chief Operating Officer

Attachments:

1. Draft Uptown Community Plan June 2016
2. Summary of Community Planning Group Recommendations
3. Final Program Environmental Impact Report (PEIR)
4. Draft PEIR Findings
5. Draft PEIR Statement of Overriding Considerations (SOCs)
6. Draft Mitigation and Monitoring Reporting Program (MMRP)
7. Community Plan Implementation Overlay Zone (CPIOZ) Maps
8. Climate Action Plan (CAP) Conformance Evaluation
9. White Paper – Estimating Community Plan Update Contributions Towards Climate Action Plan Goals
10. Draft Uptown Impact Fee Study (IFS)
11. Proposed Zoning Map (C-Sheet)
12. Potential Historic District Factsheet, Issues, and Prioritization
13. Community Plan Comment Topics
14. Community Plan Document Edits since June 2016
15. Draft Resolution – Amending the Uptown Community Plan and General Plan
16. Draft Resolution – Certifying the Final EIR, MMRP, Findings, and SOCs
17. Draft Ordinance – Repealing the Mid-City Communities Planned District Ordinance
18. Draft Ordinance – Repealing the West Lewis Street Planned District Ordinance
19. Draft Rezone Ordinance
20. Draft Ordinance – Amendment to the Community Plan Implementation Overlay Zone

# **ATTACHMENT 1**

## **Draft Uptown Community Plan**

*Under separate cover:*

[https://www.sandiego.gov/sites/default/files/111\\_uptown\\_community\\_plan\\_june\\_draft.pdf](https://www.sandiego.gov/sites/default/files/111_uptown_community_plan_june_draft.pdf)

## Summary of Community Planning Group Recommendations

On June 27, 2016, The Uptown planners voted 7-3-1 to recommend:

- A 50-foot height limit for ministerial review and 65-foot height limit for discretionary review for development projects located on the south side of University Avenue between State Route 163 and Park Boulevard
- Implementation of the Hillcrest historic district; including the LGBTQ context and boundaries as identified in the July 2015 draft of the community plan update;
- Concurrent processing of the Hillcrest historic district with the final Uptown Community Plan

On June 27, 2016, The Uptown planners vote 7-3-1 to recommend:

- Support of the Density Distributive Alternative identified in the Final EIR
- Addition of more mitigation measures to the Mobility Element to reduce the number of intersections and roadway segments that are projected to have “cumulative traffic-related impacts”
- Not utilizing equivalencies in Balboa Park and identifying actual parkland; and that any property released by the State Department of General Services (i.e. The Hillcrest DMV site) be dedicated by the City for an Aquatics Center and/or Recreation Center.

On August 2, 2016, The Uptown Planners voted 11-1-3 to recommend:

- Identification of an implementation provision for each policy in the Urban Design Element
- Continued use of the Planned District Ordinance (PDO) zoning to provide regulations for the Uptown community, or that new zones be created in the Citywide zoning ordinance to reflect all current regulations in the PDO
- Removal of any incentive zoning provisions in the Public Facilities and Safety Element as a proposed solution for addressing the infrastructure deficit;
- Provision of a phasing or threshold system that links approval of new development to the adequacy of public facilities and services, that adequate public facilities be in place at the time of need, and provisions which ensure that the community is involved in decisions about facility financing.

# **ATTACHMENT 3**

**Program Environmental Impact Report  
Uptown Community Plan**

**Project Number 380611  
Sch. No. 2016061023**

*Available Under separate cover:*

[https://www.sandiego.gov/sites/default/files/uptown\\_cpu\\_final\\_peir\\_reduced.pdf](https://www.sandiego.gov/sites/default/files/uptown_cpu_final_peir_reduced.pdf)

**DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR) CANDIDATE FINDINGS  
FOR THE UPTOWN COMMUNITY PLAN UPDATE  
REGARDING FINAL PEIR FOR THE UPTOWN COMMUNITY PLAN UPDATE  
PROJECT NUMBER 380611  
SCH No. 2016061023**

**I. INTRODUCTION**

**A. Findings of Fact and Statement of Overriding Considerations**

The following Candidate Findings and Statement of Overriding Considerations are made for the Uptown Community Plan Update (CPU) (hereinafter referred to as the "Project"). The environmental effects of the Project are addressed in the Final Program Environmental Impact Report ("Final PEIR") dated September 2016 (State Clearinghouse No.2016061023), which is incorporated by reference herein.

The California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000, et seq.) and the State CEQA Guidelines (Guidelines) (14 California Code of Regulations §§ 15000, et seq.) promulgated thereunder, require that the environmental impacts of a proposed project be examined before a project is approved. In addition, once significant impacts have been identified, CEQA and the CEQA Guidelines require that certain findings be made before project approval. It is the exclusive discretion of the decision maker certifying the EIR to determine the adequacy of the proposed candidate findings. Specifically, regarding findings, Guidelines Section 15091 provides:

- (a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:
1. Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effect as identified in the Final EIR.
  2. Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
  3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.
- (b) The findings required by subdivision (a) shall be supported by substantial evidence in the record.
- (c) The finding in subdivision (a)(2) shall not be made if the agency making the finding has concurrent jurisdiction with another agency to deal with identified feasible mitigation

measures or alternatives. The finding in subdivision (a)(3) shall describe the specific reasons for rejecting identified mitigation measures and project alternatives.

- (d) When making the findings required in subdivision (a)(1), the agency shall also adopt a program for reporting on or monitoring the changes which it has either required in the project or made a condition of approval to avoid or substantially lessen significant environmental effects. These measures must be fully enforceable through permit conditions, agreements, or other measures.
- (e) The public agency shall specify the location and custodian of the documents or other materials which constitute the record of the proceedings upon which its decision is based.
- (f) A statement made pursuant to Section 15093 does not substitute for the findings required by this section.

These requirements also exist in Section 21081 of the CEQA statute. The “changes or alterations” referred to in Section 15091(a)(1) above, that are required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects of the project, may include a wide variety of measures or actions as set forth in Guidelines Section 15370, including:

- (a) Avoiding the impact altogether by not taking a certain action or parts of an action.
- (b) Minimizing impacts by limiting the degree or magnitude of the action and its implementation.
- (c) Rectifying the impact by repairing, rehabilitating, or restoring the impacted environment.
- (d) Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action.
- (e) Compensating for the impact by replacing or providing substitute resources or environments.

Should significant and unavoidable impacts remain after changes or alterations are applied to the project, a Statement of Overriding Considerations must be prepared. The statement provides the lead agency's views on whether the benefits of a project outweigh its unavoidable adverse environmental effects. Regarding a Statement of Overriding Considerations, Guidelines Section 15093 provides:

- (a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits, including region- wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”
- (b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the

agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

- (c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

Having received, reviewed and considered the Final Program Environmental Impact Report for the Uptown Community Plan Update, State Clearinghouse No. 2016061023 (PEIR), as well as all other information in the record of proceedings on this matter, the following Findings of Fact (Findings) are made and Statement of Overriding Considerations (Statement) is adopted by the City of San Diego (City) in its capacity as the CEQA Lead Agency. These Findings and Statement set forth the environmental basis for current and subsequent discretionary actions to be undertaken by the City and responsible agencies for the implementation of the project.

The following Findings have been prepared by the Planning Department as candidate findings to be made by the decision-making body.

## **B. Record of Proceedings**

For purposes of CEQA and these Findings, the Record of Proceedings for the Project consists of the following documents and other evidence, at a minimum:

- The Notice of Preparation (NOP), dated December 23, 2013, and all other public notices issued by the City in conjunction with the Project;
- The Draft PEIR (Draft PEIR), dated June 10, 2016;
- The Final PEIR for the Project, dated September 2016;
- All written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR;
- All responses to written comments submitted by agencies or members of the public during the public review comment period on the Draft PEIR and included in the Final PEIR;
- The Mitigation Monitoring and Reporting Program (MMRP);
- The reports and technical memoranda included or referenced in Responses to Comments and/or in the Final PEIR;
- All documents, studies, EIRs, or other materials incorporated by reference in the Draft PEIR and the Final PEIR;
- Matters of common knowledge to the City, including but not limited to federal, state and local laws and regulations;
- Any documents expressly cited in these Findings and SOC; and
- Any other relevant materials required to be included in the record of proceedings pursuant to Public Resources Code Section 21167.6(e).

**C. Custodian and Location of Records**

The documents and other materials which constitute the administrative record for the City's actions related to the project are located at the City of San Diego, Planning Department, 1010 Second Avenue, 12th Floor, San Diego, CA 92101. The City Planning Department is the custodian of the administrative record for the Project. Copies of these documents, which constitute the record of proceedings, are and at all relevant times have been, and will be available upon request at the offices of the City Planning Department. This information is provided in compliance with Public Resources Code Section 21081.6(a)(2) and CEQA Guidelines Section 15091(e).

**II. PROJECT SUMMARY****A. Project Location**

The Uptown CPU area consists of approximately 2,700 acres (approximately 4.2 square miles) and is located in the central portion of the City of San Diego in close proximity to Downtown San Diego. Uptown abuts the community planning areas of Old Town San Diego and Midway-Pacific Highway on the west, Mission Valley on the north, North Park on the east, and Downtown and Balboa Park on the south.

**B. Project Background**

The adopted Uptown Community Plan was last updated in 1988. The City initiated the process of updating the Uptown, North Park and Golden Hill Community Plans in 2009. The Notice of Preparation (NOP) for the Program Environmental Impact Report (PEIR) was issued on December 23, 2013 (State Clearinghouse No. 2013121076) and a public scoping meeting was held on January 9, 2014, to gather agency and public input on the scope and content of the PEIR. As a result of timing related to stakeholder input, the environmental analysis for the Uptown CPU was analyzed in a separate CEQA document. While the North Park and Golden Hill CPUs are analyzed in one PEIR, these findings pertain only to the Uptown CPU.

Between 2009 and 2016, an extensive outreach program was undertaken to solicit input from residents, business owners, community leaders, public officials, and other interested parties. The outreach program included multiple Community Plan Update Advisory Committee (CPUAC) meetings on various land use topics, historic resources and mobility open house events, and a cluster workshop involving participants from each of the three communities to discuss urban design. Multi-day workshops or "charrettes" focusing on land use, areas of change and stability, urban design, mobility, historical resources, and recreation were conducted for the Uptown CPU area culminating in an urban design framework that would set the foundation for developing land use policies and recommendations. Additionally, "Open Mic Night" events were hosted by the City in an effort for community members to consider various perspectives from stakeholder organizations such as those representing local business districts, neighborhood-level organizations, historic preservation societies, planning and architectural organizations, and hospitals, as well as walkability, open space, and housing advocates. The policies and details of the CPU was developed and shaped through this process.

### C. Project Description and Purpose

The project analyzed in the Final PEIR includes implementation of the Uptown CPU and associated discretionary actions described below. These Findings address the Uptown CPU and discretionary actions relevant to that community as described below. The purpose of the proposed Uptown CPU is to ensure consistency with and incorporate relevant policies from the City of San Diego General Plan (General Plan), as well as provide a long-range, comprehensive policy framework and vision for growth and development in the community through 2035.

The project includes amendments to the General Plan to incorporate the updated community plan as a component of the General Plan's Land Use Element; amendments to the Land Development Code and maps; adoption of the Uptown Impact Fee Study (IFS) (formerly known as the Public Facilities Financing Plan), and rezoning the CPU area with Citywide zones. The CPU and associated regulatory documents form the "project" for this Final PEIR.

Specific project elements are further detailed below:

#### 1. Community Plan Elements

The Land Use Element defines Village Districts and key corridors where future growth is targeted in order to fulfill the General Plan's City of Villages strategy. While the proposed CPU sets forth procedures for implementation, it does not on its own establish regulations or legislation, nor does it, on its own, rezone property. Controls on development and use of public and private property including zoning, development regulations, and implementation of transportation improvements are included as part of the Uptown CPU.

The Uptown CPU contains nine elements and an Introduction and Implementation chapter. Applicable goals and policies are provided within each of the following elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Conservation, Noise and Historic Preservation.

#### 2. Zoning

Throughout the CPU area, Citywide zoning would be applied in all areas. Proposed densities would be consistent with existing zoning.

#### 3. Land Development Code Amendments

- a. The project would repeal the Mid-City Communities Planned District and the West Lewis Street Planned District and rezone parcels with existing city-wide zones to implement the proposed land use plan designations.

The mapped boundaries of the existing Community Plan Implementation Overlay Zone (CPIOZ) would be amended within the Uptown community to replace CPIOZ-Type A, related to retail parking requirements for the Thackery Gallery structure in Hillcrest, and CPIOZ-Type B, related to discretionary review of office uses in the Medical Complex neighborhood with new boundaries to address ministerial review of building height limits within Hillcrest and Mission Hills (proposed CPIOZ-Type A) and discretionary

review of building height limits within Hillcrest and Bankers Hill/Park West (proposed CPIOZ-Type-B). The proposed CPIOZ-Type A identifies areas within the community where ministerial approval is granted for development that does not exceed 50 feet within Mission Hills and 65 feet in Hillcrest and Bankers Hill/Park West. The proposed CPIOZ-Type B identifies areas within the community where discretionary approval is granted through a Process 3 Site Development Permit for development that does not exceed 150 feet in Bankers Hill/Park West, 120 feet in central Hillcrest, and 100 feet in Hillcrest east of the SR-163. Maps depicting areas where the proposed CPIOZ-Type A and CPIOZ-Type B would be applied to address building heights are in the proposed Uptown CPU Urban Design Element.

#### 4. MHPA Boundary Line Corrections

The project includes comprehensive community-wide Multi-Habitat Planning Area (MHPA) boundary line corrections. The MHPA boundary line corrections were completed using a comprehensive, systematic approach. The boundary line corrections generally removed existing developed areas in addition to the 35-foot brush management zone 1 area as required in accordance with the City's Land Development Code, Section 142.0412. The comprehensive MHPA boundary corrections would result in removal of acreage of existing developed lands from the MHPA and an addition of sensitive habitats including coastal sage scrub and chaparral.

#### 5. Adoption of the Uptown Impact Fee Study (IFS)

The project would include adoption of the Uptown IFS which provides a list of facilities that are needed to implement the goals of the community plan, and to develop applicable Development Impact Fees (DIFs) pursuant to the California Government Code through which new development will pay a share of the cost of those facilities based on a clear nexus. The IFS functions as an implementation document of the City of San Diego's General Plan and the Uptown CPU.

In summary, this project would update the existing Uptown Community Plan that was last updated by the City Council in 1988. The proposed Uptown CPU would be compatible with the adopted City of San Diego General Plan City of Villages strategy and would: provide guidance for future growth and redevelopment with regard to the distribution and arrangement of land uses (public and private), local street and transit network, prioritization and provision of public facilities, community and site-specific urban design guidelines, and recommendations to preserve and enhance natural and cultural resources.

The overall vision of the proposed Uptown CPU is to guide, over the next 20 to 30 years, future infill development that is transit supportive per the General Plan and is also protective of desired community character and resources. The proposed land use plan would locate the highest intensity land uses within the community along transit corridors where existing and future commercial, residential and mixed-use development can support existing and planned transit investments.

Following adoption of the Uptown CPU, changes may be required as a result of subsequent projects submittals in order to address changed circumstances and opportunities. If approved, they would take the form of amendments. The City's Planning Commission and City Council are responsible for

reviewing and evaluating recommendations, and/or approving any amendments. Any proposed amendment would be subject to environmental review.

#### **D. Statement of Objectives**

As described in Section 3.3 of the Final PEIR, the project has the following eight objectives:

1. Develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access.
2. Maintain or increase the housing supply through the designation of higher residential densities focusing along major transit corridors.
3. Provide for increased economic diversification through land use to increase employment and economic growth opportunities.
4. Preserve the neighborhood character and design relationships between neighborhoods within each community through the development of transitions and design policies.
5. Identify significant historical and cultural resources within each community and provide for their preservation, protection, and enhancement.
6. Provide increased recreation opportunities and new public open spaces.
7. Preserve, protect and enhance each community's natural landforms, including canyons and environmentally sensitive lands.
8. Include financing strategies that can secure infrastructure improvements concurrent with development.

#### **III. SUMMARY OF IMPACTS**

The project addressed in these findings is a comprehensive update to the existing Uptown Community Plan as described in Chapter 3.0 of the Final PEIR. The proposed CPU is a component of the City's General Plan as it expresses the General Plan policies in the proposed CPU area through the provision of more site-specific recommendations that implement goals and policies contained within the 10 elements of the General Plan. As such, the proposed CPU sets forth procedures for implementation and provides goals and policies for future development within the CPU area.

Controls on development and use of public and private property including zoning, design controls, and implementation of transportation improvements are included as part of the implementation program for the Uptown CPU.

The Final PEIR concludes that the proposed CPU would have **no significant impacts** and require no mitigation measures with respect to the following issues:

1. Land Use
  - Conflicts with Applicable Plans
  - Conversion of Open Space or Farmland
  - Conflicts with the MSCP Subarea Plan
  - Conflicts with an Adopted ALUCP
2. Visual Effects and Neighborhood Character
  - Scenic Vistas or Views
  - Neighborhood Character
  - Distinctive or Landmark Trees
  - Landform Alteration
  - Light or Glare
3. Transportation
  - Alternative Transportation
4. Air Quality
  - Conflicts with Air Quality Plans
  - Air Quality Standards
  - Sensitive Receptors
  - Odors
5. Greenhouse Gas Emissions
  - Greenhouse Gas Emissions
  - Conflicts with Plan or Policies
6. Noise
  - Airport Compatibility
  - Noise Ordinance Compliance
  - Temporary Construction Noise (Operational Vibration)
7. Biological Resources
  - Sensitive Wildlife Species
  - Sensitive Habitats
  - Wetlands
  - Wildlife Corridors and Nursery Sites
  - Multiple Species Conservation Program
8. Geologic Conditions
  - Seismic Hazards
  - Erosion or Loss of Topsoil

- Geologic Instability
  - Expansive Soils
9. Hydrology and Water Quality
- Flooding and Drainage Patterns
  - Water Quality
  - Groundwater
10. Public Services and Facilities
- New and altered public facilities
11. Public Utilities
- Water Supply
  - Utilities
  - Solid Waste and Recycling
12. Health and Safety
- Wildfire Hazards
  - Schools
  - Emergency Evacuation and response Plans
  - Hazardous Materials Site and Health Hazards
  - Aircraft Related Hazards

Potentially **significant impacts of the proposed Uptown CPU will be mitigated** to below a level of significance with respect to the following issues:

- Noise (Temporary Construction Noise)
- Paleontological Resources (for discretionary projects only)

**No feasible mitigation measures** are available to reduce impacts to below a level of significance for the following issues:

1. Transportation and Circulation
  - Traffic Circulation
2. Noise
  - Ambient Noise
  - Vehicular Noise
  - Temporary Construction Noise (vibration during construction)
3. Historical Resources
  - Historic Structures, Objects, or Sites
  - Prehistoric Resources, Sacred Sites, and Human Remains
4. Paleontological Resources (for ministerial projects only)

#### **IV. FINDINGS REGARDING SIGNIFICANT IMPACTS**

##### **A. Findings Regarding Impacts That Will be Mitigated to Below a Level of Significance (CEQA §21081(a)(1) and CEQA Guidelines §15091(a)(1))**

The City, having independently reviewed and considered the information contained in the Final PEIR and the public record for the project, finds, pursuant to Public Resource Code §21081(a)(1) and State CEQA Guidelines §15091(a)(1), that changes or alterations have been required in, or incorporated into, the Project which would mitigate or avoid the significant effects on the environment related to:

##### **1. Noise – Temporary Construction Noise**

###### **Significant Effect**

Construction activities related to implementation of the proposed CPU and associated discretionary actions would potentially generate short-term noise levels in excess of 75 dB(A)  $L_{eq}$  at adjacent properties (Impact 6.6-4).

###### **Facts in Support of Finding**

While the City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits, a permit may be obtained to deviate from the noise ordinance under certain circumstances. Due to the highly developed nature of the CPU area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction noise sensitive land uses to be exposed to noise levels in excess of noise ordinance standards. At a program-level of analysis, it is not possible to conduct site-specific noise evaluations to verify anticipated construction noise levels.

###### **Rationale and Conclusion**

Future development implemented in accordance with the CPU would be required to incorporate standard controls detailed in the Final PEIR mitigation measure NOISE-6.6-1 which would reduce construction noise levels emanating from the site, limit construction hours, and minimize disruption and annoyance. With the implementation of these measures, and the limited duration of the noise-generating construction period, the substantial temporary increase in ambient noise levels from construction would be less than significant.

##### **2. Paleontological Resources (Discretionary Projects only)**

###### **Significant Effect**

A potentially significant impact would result from implementation of future discretionary projects within the Uptown CPU area associated with grading into the San Diego, Pomerado Conglomerate and Mission Valley Formations, which have a high sensitivity for paleontological resources. Grading into these formations could potentially destroy fossil resources (Impact 6.10-1).

### **Facts in Support of Finding**

A potentially significant impact would occur because future development would have the potential to disturb geologic formations during grading that contain fossils. The Uptown CPU area is underlain with San Diego, Pomerado Conglomerate, and Mission Valley Formations which have high paleontological resource sensitivity. If grading associated with future development destroys fossil remains occurring within these formations, a significant impact would occur.

### **Rationale and Conclusion**

Mitigation framework PALEO 6.10-1 assures that future discretionary projects implemented in accordance with the Uptown CPU would be screened by City staff to determine the potential for grading to impact sensitive geologic formations. If future development projects would exceed the grading thresholds specified in the mitigation framework, the City would require paleontological monitoring, which would ensure any inadvertent fossil discoveries during construction are identified, recovered, and handled in accordance with the required paleontological MMRP. Thus, implementation of the regulatory framework would reduce potentially significant impacts to paleontological resources for future discretionary projects (but not ministerial projects) within the Uptown CPU area to less than significant. Implementation of this mitigation framework would be assured because it would be incorporated into the project's MMRP.

### **B. Findings Regarding Mitigation Measures, which are the Responsibility of Another Agency (CEQA §21081(a)(2)) and CEQA Guidelines §15091(a)(2))**

The City, having reviewed and considered the information contained in the Final PEIR and the Record of Proceedings, finds pursuant to CEQA §21081(a)(2) and CEQA Guidelines §15091(a)(2) that there are no changes or alterations, which could reduce significant impacts that are within the responsibility and jurisdiction of another public agency.

## **1. Traffic and Circulation – Freeway Segments and Ramp Meters**

### **Significant Effect**

#### **a. Freeway Segments**

- I-5 from Old Town Avenue to Imperial Avenue (Impact 6.3-33)
- I-8 from Hotel Circle West to SR-15 (Impact 6.3-34)
- SR-15 from I-805 to SR-94 (Impact 6.3-35)
- I-805 from I-8 to SR-15 (Impact 6.3-36)
- SR-94 from 25th Street to SR-15 (Impact 6.3-37)
- SR-163 from I-8 to I-5 (Impact 6.3-38)

#### **b. Ramp Meters**

- Hancock Street to I-5 southbound on-ramp in the PM peak period (Impact 6.3-39)
- Kettner Boulevard to I-5 southbound on-ramp in the PM peak period (Impact 6.3-40)
- Fifth Avenue to I-5 southbound on-ramp in the PM peak period (Impact 6.3-41)

## Facts in Support of Finding

### a. Freeway Segments

At the project-level, significant impacts at locations outside of the jurisdiction of the City could be partially mitigated in the form of fair share contribution or transportation demand management (TDM) measures that encourage carpooling and other alternative means of transportation consistent with proposed Uptown CPU policies. Fair share contributions could be provided toward the construction of the projects that are identified in SANDAG's San Diego Forward: The Regional Plan (RP) and in mitigation measures TRANS 6.3-34 through 6.3-37 listed below. The SANDAG RP did not identify any improvements to the I-5 segment from Old Town Avenue to Imperial Avenue (Impact 6.3-33) or to the SR-163 northbound from I-8 to Robinson Avenue and SR-163 southbound from I-8 to I-5 segments (Impact 6.3-38). Thus, no feasible mitigation has been identified to reduce this impact.

- Operational improvements along I-8 between I-5 and SR-125 (TRANS 6.3-34)
- Construction of managed lanes along SR-15 from I-5 to I-805 and from I-8 to SR-163 (TRANS 6.3-35)
- Construction of managed lanes along I-805 between SR-15 and SR-163 (TRANS 6.3-36)
- Construction of managed lanes along SR-94 between I-5 and SR-125. (TRANS 6.3-37)

### b. Ramp Meters

At the project-level, significant impacts at locations outside of the jurisdiction of the City could be partially mitigated in the form of fair share contribution or transportation demand management (TDM) measures that encourage carpooling and other alternative means of transportation consistent with proposed Uptown CPU policies. TRANS 6.3-39 also requires the City of San Diego to coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include, but are not limited to, additional lanes and interchange reconfiguration; however, specific capacity improvements are still undetermined by Caltrans, as future improvements require additional study to determine actual improvements that would address the identified impacts. However, future development projects could identify impacts and appropriate mitigation through project specific project transportation studies. Fair share contributions may be provided at the project level for impacted ramps where the impacted facility is identified in the SANDAG's RP.

## Rationale and Conclusion

### a. Freeway Segments

Implementation of the Uptown CPU and associated discretionary actions would result in a significant impact to the segment of I-8 from Hotel Circle West to SR-15 (Impact 6.3-34). The SANDAG RP identifies operational improvements along I-8 between I-5 to SR-125 (TRANS 6.3-34) that would partially mitigate this impact.

A significant impact is also identified along the segment of SR-15 from I-5 to I-805 and from I-8 to SR-163 (Impact 6.3-35). The SANDAG RP identifies construction of managed lanes along SR-15 from I-5 to I-805 and from I-8 to SR-163 (TRANS 6.3-35) that would partially mitigate this impact.

A significant impact is identified along the segment of I-805 from I-8 to SR-15 (Impact 6.3-36). The SANDAG RP identifies construction of managed lanes along I-805 between SR-15 to SR-163 (TRANS 6.3-36) that would partially mitigate this impact.

A significant impact is also identified along the segment of SR-94 from 25<sup>th</sup> Street to SR-15 (Impact 6.3-37). The SANDAG RP identifies construction of managed lanes from I-5 to SR-125. Caltrans is also evaluating alternatives to this measure as part of the environmental analysis for the SR-94 Express Lanes Project, including bus on shoulders and other multi-modal projects outlines in the Community Based Alternatives of the SR-94 Express Lanes Project. This measure (or an alternative measure) would provide partial mitigation, since it reduces the traffic demand on the freeway general purpose lanes (TRANS 6.3-37)

Although implementation of the SANDAG RP measures would partially mitigate these impacts, at a program level of analysis, actual development and associated traffic impacts for the Uptown CPU will materialize over time. In addition, there is uncertainty as to the timing of implementation of the improvements and whether the improvements will occur prior to the occurrence of the impacts. Regarding impacts, 6.3-33 and 6.3-38, the SANDAG RP did not identify any improvements to the I-5 segment from Old Town Avenue to Imperial Avenue (Impact 6.3-33) or to the SR-163 from I-8 to I-5 segments (Impact 6.3-38). Future development project's transportation studies would be able to more accurately identify individual project level impacts and provide the mechanism to mitigate them through fair share contributions in addition to the forecast funding planned by SANDAG and other funding sources consistent with the SANDAG RP. Thus, these freeway segment impacts would remain significant and unavoidable.

#### **b. Ramp Meters**

Mitigation measures that would potentially reduce southbound ramp meter impacts include additional freeway lanes, interchange reconfiguration, implementation of TDM measures that encourage carpooling and other alternate means of alternative transportation, or a combination of these measures. At a program level of analysis, implementation of ramp improvements is infeasible because the City does not have approval authority over freeways. Actual development and associated traffic impacts for the CPU will materialize over time. In addition, there is uncertainty as to the timing of implementation of improvements and whether the improvements will occur prior to the occurrence of impacts. At the project level, future projects could make fair-share contributions to impacted ramps; however, only if these ramps are included in the SANDAG RP. None of the impacted segments are currently included within the SANDAG RP; thus, fair share funding for the impacted ramps is infeasible at this time. Future development project's transportation studies would be able to more accurately identify potential transportation impacts and provide the mechanism to mitigate them through project-specific mitigation including but not limited to physical improvements, fair share contribution, transportation demand management measures which may be more cost effective than alternative infrastructure improvements, or a combination of these measures. Thus, at a program level of analysis, the impact to ramp meters remains significant and unavoidable.

**C. Findings Regarding Infeasible Mitigation Measures and Alternatives (CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3))**

The following potentially significant impacts cannot be mitigated below a level of significance (Public Resource Code §21081(a) (3):

1. Transportation and Circulation
  - Traffic Circulation
2. Noise
  - Ambient Noise
  - Vehicular Noise
  - Temporary Construction Noise (vibration during construction)
3. Historical Resources
  - Historic Structures, Objects, or Sites
  - Prehistoric Resources, Sacred Sites, and Human Remains
4. Paleontological Resources (for ministerial projects only)

Although mitigation measures are identified in the Final PEIR that could reduce significant impacts due to implementation of the proposed Uptown CPU, implementation of some of the mitigation measures cannot be assured since the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at the program level. "Feasible" is defined in Section 15364 of the CEQA Guidelines to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." The CEQA statute (Section 21081) and Guidelines (Section 15019(a)(3)) also provide that "other" considerations may form the basis for a finding of infeasibility. Case law makes clear that a mitigation measure or alternative can be deemed infeasible on the basis of its failure to meet project objectives or on related public policy grounds.

Relative to traffic and circulation, for those measures included in the IFS, full funding cannot be assured to implement these mitigation measures because the adequacy and timing of funding is not known and thus, the timing of completion of the improvements is uncertain. Other identified mitigation measures would not be consistent with the policy framework and goals of the proposed Uptown CPU. Thus, for these significant impacts, a finding of infeasibility is appropriate because there are no feasible mitigation measures available that would reduce the identified impacts to below a level of significance.

## 1. Transportation – Traffic Circulation

### Significant Effect

The following cumulative impacts to intersections and roadway segments were determined to be significant:

#### a. Intersections

- Washington Street and Fourth Avenue (*Impact 6.3-1*)
- Washington Street and Eighth Avenue/ SR-163 Off-Ramp (*Impact 6.3-2*)
- Washington Street/ Normal Street and Campus Avenue/ Polk Avenue (*Impact 6.3-3*)
- University Avenue and Sixth Avenue (*Impact 6.3-4*)
- Elm Street and Sixth Avenue (*Impact 6.3-5*)
- Cedar Street and Second Avenue (*Impact 6.3-6*)

#### b. Roadway Segments

- First Avenue: Washington Street to Grape Street (*Impact 6.3-7*)
- Fourth Avenue: Arbor Drive to Washington Street (*Impact 6.3-8*)
- Fourth Avenue: Walnut Avenue to Laurel Street (*Impact 6.3-9*)
- Fifth Avenue: Robinson Avenue to Walnut Avenue (*Impact 6.3-10*)
- Sixth Avenue: Washington Street to Elm Street (*Impact 6.3-11*)
- Ninth Avenue: Washington Street to University Avenue (*Impact 6.3-12*)
- Campus Avenue/Polk Avenue: Washington Street to Park Boulevard (*Impact 6.3-13*)
- Cleveland Avenue: Tyler Street to Richmond Street (*Impact 6.3-14*)
- Fort Stockton Drive: Sunset Boulevard to Goldfinch Street (*Impact 6.3-15*)
- Grape Street: First Avenue to Sixth Avenue (*Impact 6.3-16*)
- Hawthorn Street: First Avenue to Sixth Avenue (*Impact 6.3-17*)
- India Street: Washington Street to Winder Street (*Impact 6.3-18*)
- India Street: Glenwood Drive Redwood Street (*Impact 6.3-19*)
- Laurel Street: Columbia Street to Sixth Avenue (*Impact 6.3-20*)
- Lincoln Avenue: Washington Street to Park Boulevard (*Impact 6.3-21*)
- Park Boulevard: Mission Avenue to El Cajon Boulevard (*Impact 6.3-22*)
- Park Boulevard: Robinson Avenue to Upas Street (*Impact 6.3-23*)
- Richmond Street: Cleveland Avenue to Upas Street (*Impact 6.3-24*)
- Robinson Avenue: First Avenue to Eighth Avenue (*Impact 6.3-25*)
- San Diego Avenue: Hortensia Street to Pringle Street (*Impact 6.3-26*)
- State Street: Laurel Street to Juniper Street (*Impact 6.3-27*)
- University Avenue: Ibis Street to Fifth Avenue (*Impact 6.3-28*)
- University Avenue: Sixth Avenue to Eighth Avenue (*Impact 6.3-29*)
- University Avenue: Normal Street to Park Boulevard (*Impact 6.3-30*)
- Washington Street: Fourth Avenue to Sixth Avenue (*Impact 6.3-31*)
- Washington Street: Richmond Street to Normal Street (*Impact 6.3-32*)

**Facts in Support of Finding****a. Intersections*****Washington Street and Fourth Avenue (Impact 6.3-1)***

The Washington Street and Fourth Avenue intersection impact (Impact 6.3-1) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-1, which would require widening Fourth Avenue in the southbound direction to add a second left-turn lane and restriping the southbound approach to be two left-turn lanes, one through lane, and one right-turn lane. to improve LOS to D or better.

***Washington Street and Eighth Avenue/ SR-163 Off-Ramp (Impact 6.3-2)***

The Washington Street and Eighth Avenue/SR-163 Off-Ramp intersection impact (Impact 6.3-2) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-2, which would require widening Washington Street in the eastbound direction to four lanes and the westbound direction to three lanes; and widening the SR-163 Off-ramp to two lanes to improve LOS to D or better.

***Washington Street/ Normal Street and Campus Avenue/ Polk Avenue (Impact 6.3-3)***

The Washington Street and Normal Street and Campus Avenue/Polk Avenue intersection impact (Impact 6.3-3) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-3, which would require widening Washington Street in the northeast direction to add an exclusive right-turn lane to improve LOS to D or better.

***University Avenue and Sixth Avenue (Impact 6.3-4)***

The University Avenue and Sixth Avenue intersection impact (Impact 6.3-4) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-4, which would require widening Sixth Avenue in the southbound direction to add a second left-turn lane to improve LOS to D or better.

***Elm Street and Sixth Avenue (Impact 6.3-5)***

The Elm Street and Sixth Avenue intersection impact (Impact 6.3-5) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-5, which would require widening Elm Street in the westbound direction to add a second right-turn lane to improve LOS to D or better.

***Cedar Street and Second Avenue (Impact 6.3-6)***

The Cedar Street and Second Avenue intersection impact (Impact 6.3-6) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-6, which would require installing a traffic signal at this intersection to improve LOS to D or better.

**b. Roadway Segments*****First Avenue: Washington Street to Grape Street (Impact 6.3-7)***

The First Avenue segment from Washington Street to Grape Street functions as a north-south, two-way, 2-lane collector with no center lane. This roadway segment impact (Impact 6.3-7) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-7, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane from Washington Street to University Avenue. From University Avenue to Robinson Avenue, the impact could be mitigated to less than significant through widening the roadway to a 4-lane collector with a continuous left-turn lane. From Robinson Avenue to Grape Street, restriping to a 2-lane collector with a continuous left-turn lane would reduce the impact to less than significant. The Uptown IFS identifies a portion of this roadway segment (from Laurel Street to Hawthorn Street) as an improvement project. Installation of this measure would improve this roadway segment to LOS D or better.

***Fourth Avenue: Arbor Drive to Washington Street (Impact 6.3-8)***

The Fourth Avenue segment from Arbor Drive to Washington Street functions as a two-way, 2-lane collector. This roadway segment impact (Impact 6.3-8) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-8, which would widen Fourth Avenue to a 4-lane collector with a continuous left-turn lane. This mitigation measure would restore operations to LOS D or better.

***Fourth Avenue: Walnut Avenue to Laurel Street (Impact 6.3-9)***

The Fourth Avenue segment from Walnut Avenue to Laurel Street functions as a one-way southbound 3-lane collector. This roadway segment impact (Impact 6.3-9) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-9, which would restore the roadway to a 3-lane one-way collector for vehicles and remove the dedicated multi-modal lane. This mitigation measure would restore operations to LOS D or better.

***Fifth Avenue: Robinson Avenue to Walnut Avenue (Impact 6.3-10)***

The Fifth Avenue segment from Robinson Avenue to Walnut Avenue functions as a one-way northbound 3-lane collector. This roadway segment impact (Impact 6.3-10) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-10, which would restore the roadway to a 3-lane one-way collector for vehicles and remove the dedicated multi-modal lane. This mitigation measure would restore operations to LOS D or better.

***Sixth Avenue: Washington Street to Elm Street (Impact 6.3-11)***

The Sixth Avenue segment from Washington Street to University Avenue functions as a 3-lane collector. The Sixth Avenue segment from University Avenue to Elm Street functions as a north-south 4-lane collector, with no center lane. This roadway segment impact (Impact 6.3-11) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-11, which would widen the roadway to a 6-lane prime arterial from Washington Street to University Avenue. From University Avenue to Laurel Street, widening the roadway to a 4-lane major arterial would

reduce the impact to less than significant. From Laurel Street to Elm Street, widening the roadway to a 4-lane collector would reduce the impact to less than significant. This mitigation measure would restore operations to LOS D or better.

***Ninth Avenue: Washington Street to University Avenue (Impact 6.3-12)***

The Ninth Avenue segment from Washington Street to University Avenue functions as a two-way, north-south roadway. This roadway segment impact (Impact 6.3-12) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-12, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane. This mitigation measure would restore operations to LOS D or better.

***Campus Avenue/Polk Avenue: Washington Street to Park Boulevard (Impact 6.3-13)***

The Campus Avenue/ Polk Avenue segment from Washington Street to Park Boulevard functions as a north-south 2-lane collector. This roadway segment impact (Impact 6.3-13) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-13, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane. This mitigation measure would restore operations to LOS D or better.

***Cleveland Avenue: Tyler to Richmond Street (Impact 6.3-14)***

The Cleveland Avenue segment from Tyler to Richmond Street functions under its adopted Community Plan classification as a 2-lane collector. This roadway segment impact (Impact 6.3-14) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-14, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane. This mitigation measure would restore operations to LOS D or better.

***Fort Stockton Drive: Sunset Boulevard to Goldfinch Street (Impact 6.3-15)***

The Fort Stockton Drive segment from Sunset Boulevard to Goldfinch Street functions under its adopted Community Plan classification as a 2-lane collector. This roadway segment impact (Impact 6.3-15) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-15, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane. This mitigation measure would restore operations to LOS D or better.

***Grape Street: First Avenue to Sixth Avenue (Impact 6.3-16)***

The Grape Street segment from First Avenue to Sixth Avenue functions as a two-way, 2-lane collector. This roadway segment impact (Impact 6.3-16) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-16, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane from First Avenue to Third Avenue. From Third Avenue to Sixth Avenue, restriping the roadway to a 2-lane collector with a continuous left-turn lane would reduce the impact to less than significant. This mitigation measure would restore operations to LOS D or better.

***Hawthorn Street: First Avenue to Sixth Avenue (Impact 6.3-17)***

The Hawthorn Street segment from First Avenue to Sixth Avenue functions as a two-way, 2-lane collector. This roadway segment impact (Impact 6.3-17) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-17, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane from First Avenue to Third Avenue. From Third Avenue to Sixth Avenue, restriping the roadway to a 2-lane collector with continuous left-turn lane would reduce the impact to less than significant. This mitigation measure would restore operations to LOS D or better.

***India Street: Washington Street to Winder Street (Impact 6.3-18)***

The India Street segment from Washington Street to Winder Street functions as a two-way, 2-lane collector. This roadway segment impact (Impact 6.3-18) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-18, which would restripe the roadway to a 2-lane collector with continuous left-turn lane. This mitigation measure would restore operations to LOS D or better.

***India Street: Glenwood Drive to Redwood Street (Impact 6.3-19)***

The India Street segment from Glenwood Drive to Redwood Street functions as a northbound, 2-lane collector. This roadway segment (Impact 6.3-19) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-19, which would widen the roadway to a 4-lane one-way collector from Glenwood Drive to Sassafras Street. From Sassafras Street to Redwood Street, widening the roadway to a 3-lane one-way collector would reduce the impact to less than significant. This mitigation measure would restore operations to LOS D or better.

***Laurel Street: Columbia Street to Sixth Avenue (Impact 6.3-20)***

The Columbia Street to Sixth Avenue segment functions as an east-west 4-lane collector from Columbia to Union Street and as a 2-lane collector, with a two-way left turn lane from Union Street to Sixth Avenue. This roadway segment impact (Impact 6.3-20) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-20, which would widen the roadway to a 4-lane collector. This mitigation measure would restore operations to LOS D or better.

***Lincoln Avenue: Washington Street to Park Boulevard (Impact 6.3-21)***

The Lincoln Avenue segment from Washington Street to Park Boulevard functions as a two-way, 2-lane collector. This roadway segment impact (Impact 6.3-21) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-21, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane. This mitigation measure would restore operations to LOS D or better.

***Park Boulevard: Mission Avenue to El Cajon Boulevard (Impact 6.3-22)***

The Park Boulevard segment from Mission Avenue to El Cajon Boulevard functions as a 3-lane collector. This roadway segment impact (Impact 6.3-22) could be mitigated to less than significant

with implementation of mitigation measure TRANS 6.3-22, which would widen the roadway to a 4-lane one-way collector. This mitigation measure would restore operations to LOS D or better.

***Park Boulevard: Robinson Avenue to Upas Street (Impact 6.3-23)***

The Robinson Avenue to Upas Street functions as a 3-lane collector from Robinson to Cypress Avenue and as a north-south, 2-lane collector, with a two-way left-turn lane between Cypress Avenue and Upas Street. This roadway segment impact (Impact 6.3-23) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-23, which would widen the roadway to a 4-lane one-way collector. This mitigation measure would restore operations to LOS D or better.

***Richmond Street: Cleveland Avenue to Upas Street (Impact 6.3-24)***

The Richmond Street segment from Cleveland Avenue to Upas Street functions as a north-south 2-lane collector. This roadway segment impact (Impact 6.3-24) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-24, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane. The Uptown IFS identifies a portion of this roadway segment (from Cleveland Avenue to Robinson Avenue) as an improvement project. This mitigation measure would restore operations to LOS D or better.

***Robinson Avenue: First to Eighth Avenue (Impact 6.3-25)***

The Robinson Avenue segment from First to Eighth Avenue functions as an east-west 2-lane collector. This roadway segment impact (Impact 6.3-25) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-25, which would restripe the roadway to a 2-lane collector with continuous left-turn lane from First to Third Avenue. From Third Avenue to Eighth Avenue, widening the roadway to a 4-lane collector would reduce the impact to less than significant. This mitigation measure would restore operations to LOS D or better.

***San Diego Avenue: Hortensia Street to Pringle Street (Impact 6.3-26)***

The San Diego Avenue segment from Hortensia Street to Pringle Street functions as a 2-lane collector. This roadway segment impact (Impact 6.3-26) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-26, which would restripe the roadway to a 2-lane collector with a continuous left-turn lane. This mitigation measure would restore operations to LOS D or better.

***State Street: Laurel Street to Juniper Street (Impact 6.3-27)***

The State Street functions as a 2-lane collector between Laurel Street and Juniper Street. This roadway segment impact (Impact 6.3-27) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-27, which would restripe the roadway to a 2-lane collector with continuous left-turn lane. This improvement project is identified in the Uptown IFS. This mitigation measure would restore operations to LOS D or better.

***University Avenue: Ibis Street to Fifth Avenue (Impact 6.3-28)***

The University Avenue segment from Ibis Street to Fifth Avenue functions as an east-west 2-lane collector. This roadway segment impact (Impact 6.3-28) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-28, which would widen the roadway to a 4-lane collector. This mitigation measure would restore operations to LOS D or better.

***University Avenue: Sixth Avenue to Eighth Avenue (Impact 6.3-29)***

The University Avenue segment from Sixth Avenue to Eighth Avenue functions as a 4-lane collector that varies with or without a center lane. This roadway segment impact (Impact 6.3-29) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-29, which would widen the roadway to a 4-lane major arterial and install a raised median. This mitigation measure would restore operations to LOS D or better.

***University Avenue: Normal Street to Park Boulevard (Impact 6.3-30)***

The University Avenue segment from Normal Street to Park Boulevard functions as a 4-lane collector. This roadway segment impact (Impact 6.3-30) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-30, which would widen the roadway to a 4-lane collector. This mitigation measure would restore operations to LOS D or better.

***Washington Street: Fourth Avenue to Sixth Avenue (Impact 6.3-31)***

The Washington Street segment from Fourth Avenue to Sixth Avenue functions at its adopted Community Plan classification as an east-west 4-lane major. This roadway segment impact (Impact 6.3-31) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-31, which would widen the roadway to a 6-lane major arterial. This mitigation measure would restore operations to LOS D or better.

***Washington Street: Richmond Street to Normal Street (Impact 6.3-32)***

The Washington Street segment from Richmond Street to Normal Street functions as a 6-lane major. This roadway segment impact (Impact 6.3-32) could be mitigated to less than significant with implementation of mitigation measure TRANS 6.3-32, which would restripe the roadway to a 6-lane prime arterial and remove on-street parking. This mitigation measure would restore operations to LOS D or better.

**Rationale and Conclusion**

Although improvements are identified in the Final PEIR that would reduce impacts to local roadways and intersections, the City is unable to rely on these measures to reduce the impacts to less than significant levels for three reasons. First (1), for those mitigation measures that are included in the IFS, full funding for the construction of improvements and timing of construction cannot be assured at the time the improvement is needed. Second (2), although some of the identified improvements would reduce traffic congestion, their implementation would be contrary to achieving the smart growth goals of the General Plan, Uptown CPU, and Climate Action Plan (CAP). Lastly (3), surrounding development restricts the ability to obtain sufficient right-of-way to construct some of the identified

improvements. Thus, impacts of the Project on local roadway segments and intersections will be significant and unavoidable. Findings for specific intersection and street segments impacts are discussed below with reference to the three reasons for infeasibility (1, 2 and/or 3).

#### **a. Intersections**

##### ***Washington Street and Fourth Avenue (Impact 6.3-1)***

The current configuration of the southbound approach includes a single left turn lane. A dual left turn lane is required to mitigate the project impact. Widening the southbound approach to accommodate a dual left turn lane would require right-of-way acquisition, which would require removal of frontage and possible building area from two existing commercial properties. Widening this roadway would be inconsistent with proposed Uptown CPU Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes. This improvement would require removal of 10 on-street parking spaces in an area that has a number of businesses that rely on off-street parking. This would conflict with Mobility Element Policy MO-7.13 which supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. The improvement would also increase pedestrian crossing distances, which would conflict with a number of proposed Uptown CPU Mobility Element policies that promote a pedestrian scale environment and improvements to enhance the pedestrian experience including proposed Uptown CPU Policy UD-3.43 which calls for narrowing of streets. Therefore, the impact at this location would be significant and unavoidable. (Infeasibility Category: 2, 3)

##### ***Washington Street and Eighth Avenue/SR-163 Off Ramp (Impact 6.3-2)***

Implementation of TRANS 6.3-2 would require widening Washington Street in the eastbound direction to four lanes and the westbound direction to three lanes and widening the off-ramp for SR-163 to two lanes. Right-of-way (ROW) acquisition would be needed, affecting available frontage at one residential and four commercial properties. The improvement would also increase pedestrian crossing distances which would conflict with a number of proposed Uptown CPU Mobility Element policies that promote a pedestrian scale environment and improvements to enhance the pedestrian experience. Widening would be inconsistent with proposed Uptown CPU Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes. The improvement would require removal of 15 on-street parking spaces, in an area that has a number of businesses that rely on off-street parking. This would conflict with Mobility Element Policy MO-7.13, which supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. Therefore, the impact at this location would be significant and unavoidable. (Infeasibility Category: 2, 3)

##### ***Washington Street/Normal Street/Campus Avenue/Polk Avenue (Impact 6.3-3)***

An additional exclusive right turn lane would be needed to fully improve the LOS at this location to LOS D or better. Widening the northeast bound approach to accommodate an exclusive right turn lane would require right-of-way acquisition, which would result in taking property frontage from a commercial property for road purposes. The improvement would also adversely affect vehicular turning radius, and would require reconfiguration of the pedestrian island. Widening this roadway would be inconsistent with proposed Uptown CPU Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes. This improvement would also not be consistent with multiple policies related to pedestrian safety and walkability in the Uptown CPU. A mitigation measure to add lane

capacity would not support the Uptown CPU objective to develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access. This improvement could also adversely affect the existing Rapid Bus lane at this location. Therefore, the impact at this location would be significant and unavoidable. (Infeasibility Category: 2, 3)

***University Avenue/Sixth Avenue (Impact 6.3-4)***

Implementation of TRANS 6.3-4 involves widening Sixth Avenue in the southbound direction to add a second left-turn lane. Widening the southbound approach to accommodate a dual left turn lane would require right of way acquisition, which would require taking portions of two commercial properties, removing sidewalks in a heavily used pedestrian location, and would increase pedestrian crossing distance. This improvement would conflict with the proposed Uptown CPU pedestrian oriented policies that support a pedestrian scale environment and enhanced pedestrian amenities. Therefore, the impact at this location would be significant and unavoidable. (Infeasibility Category: 2, 3)

***Elm Street and Sixth Avenue (Impact 6.3-5)***

Implementation of TRANS 6.3-5 would involve widening Elm Street in the westbound direction to add a second right-turn lane. This improvement would impact require the removal or relocation of a planned bicycle facility along Sixth Avenue. The widening would be inconsistent with the Bicycle Master Plan and proposed Uptown CPU Policies UD-3.39 for the incorporation of bicycle lanes and MO-4.1 related to a complete streets network. An improvement which removes a bicycle lane would also not be consistent with additional policies in the Mobility Element, including Policy MO-2.4 to support bicycle facilities on Sixth Avenue and Policy MO-4.9 to implement road diets and traffic calming measures to increase walking and bicycling in Uptown. Thus, the impact would remain significant and unavoidable. (Infeasibility Category: 2)

***Cedar Street and Second Avenue (Impact 6.3-6)***

Implementation of TRANS 6.3-6 involves installing a traffic signal at this intersection. However, this intersection is located outside the boundaries of the Uptown CPU area; improvements outside of the Uptown CPU cannot be included in the IFS for Uptown as funds collected and associated with the Uptown CPU cannot fund improvements outside of the Uptown CPU area. This intersection is in the Downtown Community Plan area. While it is not specifically called out in the financing plan for Downtown, it would be considered an eligible expenditure for that community plan area. However, implementation of this measure cannot be guaranteed because the IFS for the Downtown Community Plan area would not fully fund the improvement and there is no guarantee that this mitigation measure would be implemented prior to occurrence of the impact. Therefore, the impact would remain significant and unavoidable. (Infeasibility Category: 1).

## **b. Roadway Segments**

### ***First Avenue***

The functional classification of these roadway segments is a 2-lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at all segments. This could be achieved by either restriping or roadway widening.

Washington Avenue to University Avenue and Robinson Avenue to Grape Street (Impact 6.3-7)

Due to the narrow width of the road along these segments, , restriping would require the removal of approximately 139 on-street parking spaces in an area that has a number of businesses that rely on off-street parking. This would conflict with Mobility Element Policy MO-7.13, which supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. Therefore, the measure would be infeasible and the impact at this location would be significant and unavoidable. (Infeasibility Category: 2, 3)

University Avenue to Robinson Avenue (Impact 6.3-7)

Widening would increase pedestrian crossing distances and would impact approximately 13 residential and one commercial structure by removing property frontage. This improvement would increase pedestrian crossing distance and impact sidewalks which would conflict with the proposed Uptown CPU pedestrian oriented policies that support a pedestrian scale environment and enhanced pedestrian amenities. Therefore, the measure would be infeasible and the impact at this location would be significant and unavoidable. (Infeasibility Category: 2, 3)

Laurel Street to Hawthorne Street (Impact 6.3-7)

The improvement to restripe from Laurel Street to Hawthorn Street to a 2-lane collector with continuous left-turn lane is identified in the Uptown IFS. However, because the IFS would not fully fund the improvement and there is no guarantee this mitigation measure would be implemented prior to occurrence of the impact, it would remain significant and unavoidable. (Infeasibility Category: 1).

Laurel Street to Hawthorn Street (Impact 6.3-7)

This improvement is identified in the Uptown IFS. However, because the IFS would not fully fund the improvement and there is no guarantee this mitigation measure would be implemented prior to occurrence of the impact, it would remain significant and unavoidable. (Infeasibility Category: 1)

### ***Fourth Avenue***

Arbor Drive to Washington Street (Impact 6.3-8)

The functional classification of this roadway segment is 2-lane collector with no center lane. Widening to a 4-lane collector with continuous left turn lane would fully mitigate the impact at this location. However, the improvement would increase crossing distance for pedestrians and would impact seven residential and seven commercial structures by removing usable property frontage. This improvement would conflict with the proposed Uptown CPU pedestrian oriented policies that

support a pedestrian scale environment and enhanced pedestrian amenities. Therefore, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

#### Walnut Avenue to Laurel Street (Impact 6.3-9)

The functional classification of this roadway segment is 3-lane collector (one-way with one lane dedicated for a multimodal facility). Restriping to a 3 lane one-way collector would fully mitigate the impact at this location. However, this would require the removal of a bike lane which would conflict with the Bicycle Master Plan and proposed Uptown CPU Mobility Element policies that prioritize multi-modal transportation options and bicycle facilities. Thus, the improvement would be infeasible and the impact at this location would be significant and unavoidable. (Infeasibility Category: 2)

#### ***Fifth Avenue***

##### Robinson Avenue to Walnut Avenue (Impact 6.3-10)

The functional classification of this roadway segment is 3-lane collector. This is a one-way road with one lane dedicated for a multi-modal facility. Restriping to a 3 lane one-way collector would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-10 would require restoring the roadway to a 3 lane one-way collector for vehicles. This improvement would be inconsistent with proposed Uptown CPU Policies UD-3.35 to support traffic calming by reducing vehicle travel lanes, UD-3.39 incorporation of bicycle lanes, Policy MO-2.4 to support bicycle facilities on Fifth Avenue, and MO-4.1 related to a complete streets network. Thus, the improvement would be infeasible and the impact at this location would be significant and unavoidable. (Infeasibility Category: 2)

#### ***Sixth Avenue***

##### Washington Street to University Avenue (Impact 6.3-11)

The Sixth Avenue segment from Washington Street to University Avenue has a functional classification of 3 lane two-way collector. Widening to 6 lane prime arterial would fully mitigate the impact at this location. The Sixth Avenue segment from University Avenue to Laurel Street has a functional classification of 4 lane collector with no center lane. Installation of a raised median for classification as a 4 lane major arterial would fully mitigate the impact at this location. The Sixth Avenue segment from Laurel Street to Elm Street has a functional classification of 2 lane collector with continuous left turn lane. Widening to a 4 lane collector with continuous left turn lane would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-11 would increase crossing distance for pedestrians. This would not be consistent with multiple policies related to pedestrian safety and walkability in the Uptown CPU, including Policy MO-4.9 to implement road diets and traffic calming measures where appropriate to improve safety and walkability. From Washington Street to University Avenue, the improvements would impact 3 commercial structures. From University Avenue to Laurel Street the improvements would require ROW acquisition affecting approximately 44 residential and 19 commercial structures by removing usable frontage. From Laurel Street to Elm Street ROW acquisitions would affect approximately 10 residential and 5 commercial structures. The widening would be inconsistent with proposed Uptown CPU Policies UD-3.35 to support traffic calming by reducing vehicle travel lanes and UD-3.43, which

calls for narrowing of streets. Therefore, the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

### ***Ninth Avenue***

Washington Street to University Avenue (Impact 6.3-12)

The Ninth Avenue segment from Washington Street to University Avenue has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-12 would require the removal of approximately 8 on-street parking spaces. Given that parking is heavily utilized in this area, removal of on-street parking would not be consistent with Uptown CPU Policy MO-7.13 to support on-street parking to support adjacent uses. Alternatively, this roadway segment could be widened to accommodate a continuous left turn lane. However, street widening would increase crossing distance for pedestrians would not be consistent with Policy UD-3.43 which calls for narrowing of streets and multiple policies related to pedestrian safety and walkability in the Uptown CPU, including Policy MO-4.9 to implement road diets and traffic calming measures where appropriate to improve safety and walkability. Thus, the impact would remain significant and unavoidable. (Infeasibility Category: 2)

### ***Campus Avenue/Polk Avenue***

Washington Street to Park Boulevard (Impact 6.3-13)

The Campus Avenue/ Polk Avenue segment from Washington Street to Park Boulevard has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-13 would require the removal of approximately 5 on-street parking spaces (converting 11 diagonal parking spaces to 5 parallel parking spaces along the north side of the street). Given that parking is heavily utilized in this area, removal of on-street parking is inconsistent with proposed Uptown CPU Policy MO-7.13 to support on-street parking to support adjacent uses. Alternatively, this roadway segment could be widened to accommodate a continuous left turn lane. However, street widening would increase crossing distance for pedestrians, which is not consistent with policies related to pedestrian safety and walkability in the Uptown CPU and would also require ROW acquisition affecting Saint John the Evangelist Catholic Church. Therefore, the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

### ***Cleveland Avenue***

Tyler Street to Richmond Street (Impact 6.3-14)

The Cleveland Avenue segment from Tyler Street to Richmond Street has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-14 would require the removal of approximately 35 on-street parking spaces and result in impact to an existing Class II bicycle facility. Given that parking is heavily utilized in this area, removal of on-street parking is inconsistent with proposed Uptown CPU Policy MO-7.13 to support on-street parking. Bicycle facilities and connections are also protected by multiple policies in the Mobility Element of the

proposed Uptown CPU. Alternatively, these roadway segments could be widened to accommodate a continuous left turn lane. However, street widening would impact fronting properties and increase crossing distance for pedestrians, which is not consistent with Uptown CPU Policy UD-3.43 and Policy MO-4.9 to implement road diets and traffic calming measures. A mitigation measure to add lane capacity would conflict with the Bicycle Master Plan and would not support the Uptown CPU objective to develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2)

### ***Fort Stockton Drive***

Sunset Boulevard to Goldfinch Street (Impact 6.3-15)

The Fort Stockton Drive segment from Sunset Boulevard to Goldfinch Street has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-15 would require the removal of approximately 113 on-street parking spaces. Given that parking is heavily utilized in this area, removal of on-street parking is inconsistent with proposed Uptown CPU Policy MO-7.13 to support on-street parking. Alternatively, this roadway segment could be widened to accommodate a continuous left turn lane. However, street widening would impact fronting properties and increase crossing distance for pedestrians, which is not consistent with policies related to pedestrian safety and walkability and Policy UD-3.43 which calls for narrowing of streets. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2)

### ***Grape Street***

First Avenue to Sixth Avenue (Impact 6.3-16)

The Grape Street segment from First Avenue to Sixth Avenue has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-16 would require the removal of approximately 84 on-street parking spaces. Given that parking is heavily utilized in this area, removal of on-street parking is inconsistent with proposed Uptown CPU Policy MO-7.13 to support on-street parking. Alternatively, this roadway segment could be widened to accommodate a continuous left turn lane. However, a mitigation measure to add lane capacity would not support the Bicycle Master Plan or the Uptown CPU objective to develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2)

### ***Hawthorn Street***

First Avenue to Sixth Avenue (Impact 6.3-17)

The Hawthorn Street segment from First Avenue to Sixth Avenue has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the

impact at this location. Implementation of mitigation measure TRANS 6.3-17 would require the removal of approximately 25 on-street parking spaces. Given that parking is heavily utilized in this area, removal of on-street parking is not consistent with proposed Uptown CPU Policy MO-7.13 to support on-street parking. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2)

### ***India Street***

Washington Street to Winder Street (Impact 6.3-18)

The functional classification of this roadway segment is 2-lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. This could be achieved by restriping. Restriping would require the removal of approximately 25 heavily used on-street parking spaces. Parking along this segments support adjacent businesses and provides a buffer between the pedestrian walkway and the street, which enhances the pedestrian environment. This improvement would conflict with the proposed CPU Mobility Element goals for “safe, walkable neighborhoods which utilize pedestrian connections and improved sidewalks to create a comfortable pedestrian experience”. Mobility Element Policy MO-4.9 also supports implementing road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown. Mobility Element Policy MO-7.13 which supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. Thus, this measure would be infeasible because it would conflict with proposed Uptown CPU Mobility Element goals and policies. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2)

Glenwood Drive to Sassafras Street (Impact 6.3-19)

The functional classification of this roadway segment is 2-lane one-way collector. A 4-lane one-way collector would fully mitigate the impact at this location. Widening this roadway segment to a 4-lane one-way collector would increase crossing distance for pedestrians, require the removal of approximately 22 on-street parking spaces that support adjacent businesses, and would impact approximately two residential and five commercial structures by removing usable frontage for road purposes. This improvement would conflict with proposed CPU Mobility Element goals for “safe, walkable neighborhoods which utilize pedestrian connections and improved sidewalks to create a comfortable pedestrian experience”. Mobility Element Policy MO-4.9 supports implementing road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown. Mobility Element Policy MO-7.13, which supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

Sassafras Street to Redwood Street (Impact 6.3-19)

The functional classification of this roadway segment is 2-lane one-way collector. A 3-lane one-way collector would fully mitigate the impact at this location. However, widening this roadway segment to a 3-lane one-way collector is infeasible because it would conflict with proposed Uptown CPU goals and policies. Specifically, it would increase crossing distance for pedestrians and require the removal of 10 on-street parking spaces that support adjacent businesses. Mobility Element Policy MO-4.9

supports implementing road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown. Mobility Element Policy MO-7.13, which supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. The improvement would also impact approximately three residential and six commercial structures by removing frontage for road purposes which would also conflict with the aforementioned Mobility Element policies. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

### ***Laurel Street***

Columbia Street to Sixth Avenue (Impact 6.3-20)

The Laurel Street segment from Columbia Street to Union Street has a functional classification of a 4 lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. Laurel Street from Union Street to Sixth Avenue is 2 lane collector with continuous left turn lane. Widening to a 4 lane collector with continuous left turn lane would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-20 would increase crossing distance for pedestrians and would impact approximately 14 commercial and 31 residential structures. In addition, implementation of this mitigation measure would require additional ROW acquisitions from Union Street to Sixth Avenue. Widening roadways and increasing crossing distance is also not consistent with Uptown CPU Policy UD-3.43 which calls for narrowing of streets, Policy MO-7.13 to support on-street parking, and policies related to pedestrian safety and walkability in the Uptown CPU.

The functional classification of this roadway segment is 4-lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. This could be achieved by either restriping. Widening these roadway segments to accommodate a continuous left turn lane would increase crossing distance for pedestrians and would impact approximately one commercial and eight residential structures, which is detrimental to community character. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

### ***Lincoln Avenue***

Washington Street to Park Boulevard (Impact 6.3-21)

The Lincoln Avenue segment from Washington Street to Park Boulevard has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane could be achieved by restriping and would fully mitigate the impact at this location; however removal of approximately 21 on-street parking spaces would be required. Given that parking is heavily utilized in this area, removal of on-street parking is not consistent with Uptown CPU Policy MO-7.13 to support on-street parking. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2)

**Park Boulevard**

Mission Avenue to El Cajon Boulevard (Impact 6.3-22)

The Park Boulevard segment from Mission Avenue to El Cajon Boulevard has a functional classification of a 3 lane collector with no center lane. Widening to a 4 lane one-way collector would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-22 would require an increase in the crossing distance for pedestrians and would require removal of 2 shared use bicycle facilities and require ROW acquisition from approximately 7 commercial structures. Mobility Element Policy MO-4.9 supports implementing road diets and traffic calming measures where appropriate to improve safety and quality of service, and increase walking and bicycling in Uptown. Mobility Element Policy MO-7.13, which supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. Implementation of this mitigation measure would conflict with the Bicycle Master Plan and multiple policies in the Uptown CPU which support multi-modal facilities. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

Robinson Avenue to Upas Street (Impact 6.3-23)

The Park Boulevard segment from Robinson Avenue to Upas Street has a functional classification of a 2 lane collector with continuous left turn lane. Widening to a 4 lane one-way collector would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-23 would require an increase in the crossing distance for pedestrians and would require removal of 2 shared use bicycle facilities and require ROW acquisition from approximately 8 residential structures. The widening and loss of bicycle facilities would not be consistent with multiple proposed policies related to complete streets, including Uptown CPU Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes and Policy UD-3.39 for the incorporation of bicycle lanes in the Uptown community. This improvement would also not be consistent with the Bicycle Master Plan and Mobility Element policies in the Uptown CPU, including Policy MO-4.1 related to a complete streets network, Policy MO-2.5 to support bicycle facilities on Robinson Avenue and Park Boulevard, and Policy MO-4.9 to implement road diets and traffic calming measures to improve quality of service for bicycling. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

**Richmond Street**

Cleveland Avenue to Robinson Avenue (Impact 6.3-24)

The functional classification of this roadway segment is 2-lane collector with no center lane. Restriping to 2-lane collector with continuous left turn lane would fully mitigate the impact at this location. However, because the IFS would not fully fund the improvement and there is no guarantee this mitigation measure would be implemented prior to occurrence of the impact, it would remain significant and unavoidable. (Infeasibility Category: 1)

Robinson Avenue to Upas Street (Impact 6.3-24)

The functional classification of this roadway segment is 2-lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. This could

be achieved by either restriping or roadway widening. However, restriping would require the removal of approximately 74 on-street parking spaces. Given that parking is heavily utilized in this area, removal of on-street parking or widening roadways and increasing crossing distance is not consistent with Uptown CPU Policy UD-3.43 which calls for narrowing of streets and policies related to pedestrian safety and walkability in the Uptown CPU and Mobility Element Policy MO-7.13, which supports on-street parking on all streets to support adjacent uses and enhance pedestrian safety and activity. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2)

### ***Robinson Avenue***

First Avenue to Eighth Avenue (Impact 6.3-25)

The Robinson Avenue segment has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane from First Avenue to Third Avenue and widening to a 4 lane collector with continuous left turn lane from Third Avenue to Eighth Avenue would fully mitigate the impact at this location. However, implementation of mitigation measure TRANS 6.3-25 would require restriping or roadway widening. Restriping would require the removal of approximately 16 on-street parking spaces while widening would increase crossing distance for pedestrians, and impact 2 shared use bicycle facilities and approximately 11 residential and 13 commercial structures. Given that parking is heavily utilized in this area, removal of on-street parking, street widening, and impacts to bicycle facilities on Robinson Avenue would not be consistent with proposed Uptown CPU Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes, Policy UD-3.39 incorporation of bicycle lanes, Policy UD-3.43 which calls for narrowing of streets, Policy MO-4.1 related to a complete streets network, Policy MO-7.13 to support on-street parking, and Policy MO-2.5 to support bicycle facilities on Robinson Avenue, and Policy MO-4.9 to implement road diets and traffic calming measures. A mitigation measure to add lane capacity would not support the Uptown CPU objective to develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

### ***San Diego Avenue***

Hortensia Street to Pringle Street (Impact 6.3-26)

The San Diego Avenue segment from Hortensia Street to Pringle Street has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-26 would require the removal of approximately 32 on-street parking spaces. Given that parking is heavily utilized in this area, removal of on-street parking is not consistent with Policy MO-7.13 to support on-street parking in Uptown. Alternatively, this roadway segment could be widened to accommodate a continuous left turn lane. However, street widening would increase crossing distance for pedestrians which would not be consistent with multiple policies related to complete streets, walkability, and safety. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2)

**State Street**

Laurel Street to Juniper Street (Impact 6.3-27)

The State Street segment from Laurel Street to Juniper Street has a functional classification of a 2 lane collector with no center lane. Installation of a continuous left turn lane would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-27 is identified in the Uptown IFS. However, because the IFS would not fully fund the improvement and there is no guarantee this mitigation measure would be implemented prior to occurrence of the impact, it would remain significant and unavoidable. (Infeasibility Category: 1)

**University Avenue**

Ibis Street to Fifth Avenue (Impact 6.3-28)

The University Avenue segment from Ibis Street to First Avenue has a functional classification of a 2 lane collector with no center lane. The University Avenue segment from First Avenue to Fifth Avenue is 2 lane collector with no fronting property between First Avenue and Fourth Avenue; and a continuous left turn lane between Fourth Avenue and Fifth Avenue. Widening to 4 lane collector with continuous left turn lane would fully mitigate the impacts at these locations. Implementation of mitigation measure TRANS 6.3-28 would increase crossing distance for pedestrians along this segment of University. It would also impact 40 residential and 5 commercial properties from Ibis Street to First Avenue, 25 commercial properties from First Avenue to Fourth Avenue, and an additional 25 commercial properties from Fourth Avenue to Fifth Avenue by property frontage for road purposes. This mitigation measure would not be consistent with multiple proposed policies in the Uptown CPU related to complete streets, including Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes, Policy UD-3.43 which calls for narrowing of streets, Policy MO-4.1 related to a complete streets network, and Policy MO-4.9 to implement road diets. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

Sixth Avenue to Eighth Avenue (Impact 6.3-29)

The University Avenue segment from Sixth Avenue to Eighth Avenue has a functional classification of a 4 lane collector with no center lane. Widening to a 4 lane major arterial would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-29 to widen the roadway and construct a raised median would increase crossing distance for pedestrians and require ROW for roadway purposes affecting four commercial properties. This is not consistent with proposed Uptown CPU Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes, Policy UD-3.43 which calls for narrowing of streets, and Policy MO-4.9 to implement road diets and traffic calming measures where appropriate to consider community character and safety of all users. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

Normal Street to Park Boulevard (Impact 6.3-30)

The University Avenue segment from Normal Street to Park Boulevard has a functional classification of a 4 lane collector with no center lane. Installation of a continuous left turn lane would fully

mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-30 would require roadway widening as there is not currently enough ROW to restripe this segment to the roadway classification needed. Widening of this segment would increase crossing distance for pedestrians and require taking frontage from 9 residential and 2 commercial properties for road purposes. This is not consistent with proposed Uptown CPU Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes, Policy UD-3.43 which calls for narrowing of streets, and Policy MO-4.9 to implement road diets and traffic calming measures where appropriate. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

### ***Washington Street***

Fourth Avenue to Sixth Avenue (Impact 6.3-31)

The Washington Street segment from Fourth Avenue to Sixth Avenue has a functional classification of a 4 lane major arterial. Widening to 6 lane major arterial would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-31 would increase crossing distance for pedestrians, require bridge widening over 6th Avenue, and impact 6 residential properties. The bridge widening is not included in any public facilities program. In addition, widening is not consistent with Uptown CPU Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes and Policy UD-3.43, which calls for narrowing of streets. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

Richmond Street Normal Street (Impact 6.3-32)

The functional classification of this roadway segment is 6 lane major arterial. Restriping to a 6 lane prime arterial would fully mitigate the impact at this location. Implementation of mitigation measure TRANS 6.3-32 would require additional ROW that would impact one commercial and three residential properties which is not consistent with Uptown CPU Policy UD-3.35 to support traffic calming by reducing vehicle travel lanes and Policy UD-3.43 which calls for narrowing of streets. Thus, the measure is infeasible and the impact at this location would remain significant and unavoidable. (Infeasibility Category: 2, 3)

## **2. Noise**

### **Significant Effect**

#### **a. Ambient Noise**

Section 6.6 of the Final PEIR identifies a significant impact related to increases in ambient noise levels resulting from vehicular traffic associated with continued build-out of the proposed CPU and increases in traffic due to regional growth. Significant ambient noise level increases would occur in the Uptown CPU area and would affect both existing noise sensitive land uses (Impact 6.6-1) and future noise sensitive land uses subject only to a ministerial permit process (Impact 6.6-2).

**b. Vehicular Noise**

Traffic generated from build-out of the CPU would result in vehicular noise in excess of the applicable land use and noise compatibility levels in certain areas, resulting in a potentially significant exterior noise impact for ministerial projects (Impact 6.6-3).

**c. Temporary Construction Noise - Vibration**

During build-out of the proposed Uptown CPU, potential pile driving during construction that occurs within 95 feet of existing structures has the potential to exceed 0.20 inch per second peak particle velocity. Thus, potential vibration impacts during future construction activity associated with build-out of the proposed Uptown CPU would be potentially significant (Impact 6.6-5).

**Facts in Support of Finding****a. Ambient Noise**

A significant increase in ambient noise would occur adjacent to several street segments in the Uptown CPU area due to future traffic noise that would result in exposure of noise sensitive land uses to noise levels in excess of the compatibility levels established in the General Plan. A significant impact is identified for existing noise sensitive land uses because there is no mitigation framework that can be applied to existing land use to ensure future noise levels are less than significant. Similarly, significant increases in ambient noise could also affect future ministerial projects with noise sensitive land uses because there would be no discretionary review that would allow application of the mitigation framework in the Final PEIR to ministerial projects.

**b. Vehicular Noise**

A mitigation framework exists for new discretionary development in areas exposed to high levels of vehicle traffic noise. Individual discretionary projects would be required to demonstrate exterior and interior noise levels would be compatible with City standards. However, in the case of ministerial projects, there is no procedure to ensure that exterior noise is adequately attenuated. Ministerial projects are not subject to a discretionary review that would allow site-specific noise evaluation and attenuation for exterior noise impacts. Thus, there is no mechanism to require future ministerial projects to comply with the mitigation framework in the Final PEIR.

**c. Temporary Construction Noise - Vibration**

The Final PEIR concludes that vibration during construction (primarily resulting from potential pile driving) has the potential to generate perceptible groundborne vibration levels at a range of approximately 100 feet from its source. Mitigation measure Noise 6.6-2 would require a site specific vibration analysis be conducted when construction includes vibration-generating activities such as pile driving and would occur within 95 feet of existing structures. This measure would require a vibration monitoring and contingency plan, monitoring during vibration, and post survey evaluation of structures for potential damage and repairs if damage occurs as a result of construction activities.

## **Rationale and Conclusion**

### **a. Ambient Noise**

The significant impacts related to ambient noise increases (Impacts 6.6-1 and 6.6-2) would remain significant and unavoidable because there is no process in place to require existing land uses and future land uses that only require a ministerial permit to incorporate noise mitigation to attenuate for ambient noise levels in excess of the compatibility levels established in the General Plan Noise Element. Thus, ambient noise impacts to existing noise sensitive land uses (Impacts 6.6-1) and to future noise sensitive land uses subject to a ministerial permit only (Impacts 6.6-2), would be significant and unavoidable. No feasible mitigation has been identified at the program level to reduce these impacts to less than significant as there is no mechanism to require exterior noise analysis and attenuation for these ministerial projects.

### **b. Vehicular Noise**

The Final PEIR identifies significant and unavoidable impacts would occur for future ministerial projects exposed to vehicular traffic noise levels in excess of the compatibility levels established in the General Plan Noise Element, based on future (2035) noise contours (Impact 6.6-3). These impacts would be significant and unavoidable. No feasible mitigation has been identified at the program level to reduce these impacts to less than significant as there is no mechanism to require exterior noise analysis and attenuation for these ministerial projects.

### **c. Temporary Construction Noise – Vibration**

Regarding vibration impacts during construction (Impact 6.6-5), implementation of the mitigation measure NOISE 6.6-2 would reduce construction-related vibration impacts; however, at the program-level it cannot be known whether the measures would be adequate to minimize vibration levels to less than significant. Thus, even with implementation of NOISE 6.6-2, construction related vibration impacts at the program level would be significant and unavoidable.

## **3. Historical Resources**

### **Significant Effect**

#### **a. Historic Structures, Objects, or Sites**

Section 6.7 of the Final PEIR identifies a significant impact related to the alteration of a historic building, structure, object, or site where an increase in density is proposed beyond the adopted community plan (Impact 6.7-1).

#### **b. Prehistoric Resources, Sacred Sites, and Human Remains**

Section 6.7 of the Final PEIR identifies a significant impact related to the disturbance of prehistoric archeological resources, including religious or sacred use sites and human remains (Impact 6.7-2).

## **Facts in Support of Finding**

### **a. Historic Structures, Objects, or Sites**

The significant impact of the proposed Uptown CPU would be mitigated partially through regulatory compliance, including conformance with the City of San Diego's General Plan, combined with Federal, State, and local regulations, which provide a regulatory framework for project-level historical resources, valuation/analysis criteria, and when applicable, mitigation measures for future discretionary projects. All development projects with the potential to affect historical resources such as designated historical resources; historical buildings, districts, landscapes, objects, and structures are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines, through the subsequent project review process. Mitigation measure HIST-6.7-1 provides a framework that would be required of all development projects with the potential to impact significant historical resources. The framework outlines requirements for avoidance of impacts and minimization of impacts to historic buildings and structures and required measures such as preparation of a historic resource management plan, and screening and shielding to protect the character of historical resources.

### **b. Prehistoric Resources, Sacred Sites, and Human Remains**

All development projects with the potential to affect prehistoric resources such as important archaeological sites; tribal cultural resources, and traditional cultural properties are subject to site-specific review in accordance with the City's Historical Resources Regulations and Historical Resources Guidelines, through the subsequent project review process. Additionally, mitigation measure HIST-6.7-2 provides a framework that would be required of all development projects with the potential to impact significant historical resources. This framework outlines the process of project level reviews conducted by City staff review, requirements for field surveys and archeological testing, archeological monitoring requirements, curation, and required compliance with the City's CEQA Thresholds.

## **Rationale and Conclusion**

### **a. Historic Structures, Objects, or Sites**

Implementation of mitigation measure HIST 6.7-1 combined with the proposed Uptown CPU policies promoting the identification and preservation of historical resources in the Uptown CPU area would reduce the program-level impact related to historical resources of the built environment. However, even with implementation of the mitigation framework, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each specific future project at this program level of analysis.

With respect to potential historic districts, supplemental development regulations would be introduced prior to the adoption of the Uptown CPU; however, the regulations would not be effective until after adoption of the proposed Uptown CPU. Until such time as the potential historic districts are intensively surveyed, verified, and brought forward for designation consistent with City regulations and procedures, impacts to potential historic districts could continue to occur. Implementation of the proposed Uptown CPU and associated discretionary actions would not result in any additional impact to potential historic districts beyond the existing condition, because

additional density is not proposed beyond the adopted community plan in these areas. . Thus, where an increase in density is proposed, potential impacts to historical resources including historic structures, objects, or sites would be significant and unavoidable at the program level.

#### **b. Prehistoric Resources, Sacred Sites, and Human Remains**

Implementation of mitigation measure HIST 6.7-2, which addresses archaeological and tribal cultural resources, combined with the policies of the General Plan and the proposed Uptown CPU promote the identification, protection and preservation of archaeological resources; compliance with CEQA and Public Resources Code Section 21080.3.1 requiring tribal consultation, and the City's Historical Resources Regulations (SDMC Section 143.0212), which require review of ministerial and discretionary permit applications for any parcel identified as sensitive on the Historical Resources Sensitivity Maps, would reduce the program-level impact related to prehistoric or historical archaeological resources and tribal cultural resources. However, even with application of the existing regulatory framework and mitigation framework, the feasibility and efficacy of mitigation measures cannot be determined at this program level of analysis. Thus, impacts to prehistoric resources, sacred sites, and human remains would be significant and unavoidable at the program level.

#### **4. Paleontological Resources (for ministerial projects only)**

##### **Significant Effect**

Section 6.10 of the Final PEIR identifies a significant impact related to the potential destruction of paleontological resources. Because of high sensitivity for paleontological resources within the San Diego, Pomerado Conglomerate, and Mission Valley Formations, grading into these formations could potentially destroy fossil resources. Therefore, grading activities associated with the future ministerial projects that require grading in excess of 1,000 cubic yards, extending to a depth of ten feet or greater into high sensitivity formations, could result in significant impacts to paleontological resources.

##### **Facts in Support of Finding**

Since ministerial projects are not subject to a discretionary review process, there would be no mechanism to screen for grading quantities and geologic formation sensitivity and apply appropriate requirements for paleontological monitoring. Thus, impacts related to future ministerial development that would occur with build-out of the proposed Uptown CPU and associated discretionary actions would be significant and unavoidable (Impact 6.10-2).

##### **Rationale and Conclusion**

Build-out of future ministerial projects in conformance with the proposed Uptown CPU could result in a certain amount of disturbance to the native bedrock within the study area. Since ministerial projects are not subject to a discretionary review process, there would be no mechanism to screen for grading quantities and geologic formation sensitivity and apply appropriate requirements for paleontological monitoring. Thus, impacts resulting from future ministerial development that would occur with build-out of the proposed Uptown CPU and associated discretionary actions would be significant and unavoidable.

**D. Findings Regarding Alternatives (CEQA § 21081(a)(3) and CEQA Guidelines §15091(a)(3))**

Because the proposed project will cause one or more unavoidable significant environmental effects, the City must make findings with respect to the alternatives to the proposed project considered in the Final PEIR, evaluating whether these alternatives could feasibly avoid or substantially lessen the proposed project's unavoidable significant environmental effects while achieving most of its objectives (listed in Section II.D above and Section 3.3 of the Final PEIR).

The City, having reviewed and considered the information contained in the Final PEIR and the Record of Proceedings, and pursuant to Public Resource Code §21081(a)(3) and State CEQA Guidelines §15091(a)(3), makes the following findings with respect to the alternatives identified in the Final PEIR (Project No. 30330/304032/SCH No. 2004651076): Specific economic, legal, social, technological, or other considerations, including considerations of the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the Final PEIR as described below.

"Feasible" is defined in Section 15364 of the CEQA Guidelines to mean "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors." The CEQA statute (Section 21081) and Guidelines (Section 15019(a)(3)) also provide that "other" considerations may form the basis for a finding of infeasibility. Case law makes clear that a mitigation measure or alternative can be deemed infeasible on the basis of its failure to meet project objectives or on related public policy grounds.

**Background**

Five Alternatives to the Uptown CPU were evaluated in Chapter 10 of the Final PEIR:

- No Project (Adopted Community Plan);
- Adopted Community Plan with Removal of the Interim Height Ordinance Alternative;
- Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative;
- Density Redistribution Alternative; and
- Lower-Density Alternative.

These five project Alternatives are summarized below, along with the findings relevant to each Alternative.

**No Project (Adopted Community Plan) Alternative**

The No Project Alternative is the continued implementation of the adopted Uptown Community Plan for Uptown (1988), consistent with CEQA Guidelines Section 15126.6(e)(3)(A). The No Project Alternative for the Uptown CPU would consist of the adopted Uptown Community Plan land use designations as they apply today, including all amendments to the Uptown Community Plan from its original adoption in 1988 to the most recent amendment in 2008 (as outlined in Table 10-2 of the Final PEIR). The land use plan for the No Project Alternative is shown on Final PEIR Figure 10-1. As shown in Table 10-3 of the Final PEIR, the No Project Alternative could have approximately 34,600 dwelling units at build-out. This would result in 1,900 more units, primarily multi-family, and slightly less institutional and park land uses compared to the proposed Uptown CPU.

The majority of the plan area is designated as Low-Density Residential at 5 to 10 units per acre under the adopted Community Plan. Higher residential density is focused on the major transportation corridors (e.g., Washington Avenue; University Avenue; Park Boulevard; Fourth, Fifth and Sixth avenues) with the highest intensity of up to 110 dwelling units per acre (du/ac) along Fifth and Sixth avenues and within the Hillcrest core. Maximum building heights in these areas would continue to be subject to the Interim Height Ordinance which limits development in Mission Hills and Hillcrest to building heights of 50 and 65 feet, respectively. Mixed-use development is encouraged in selected areas with residential use over street-level retail use.

### **Potentially Significant Effects**

The No Project Alternative consists of continued implementation of the adopted Uptown Community Plan, consistent with CEQA Guidelines Section 15126.6(e)(3)(A). Compared to the proposed Uptown CPU and associated discretionary actions, the No Project Alternative would retain primarily residential land uses. Land use impacts under this Alternative would be similar or greater than the anticipated impacts of the proposed Uptown CPU and associated discretionary actions because it would not contain the proposed CPU policies and land use changes intended to improve compatibility with and implement the San Diego General Plan. Additionally, the No Project Alternative would also not benefit from the proposed Uptown CPU policies that are intended to ensure compatible development and design that enhances and is sensitive to neighborhood character.

Although this Alternative would preserve open space in similar areas as the Uptown CPU, the necessary MHPA boundary line corrections would not be included as part of this Alternative. The boundary line adjustments remove existing developed areas from the MHPA and provide for a more accurate mapping for protection of sensitive habitats within the MHPA. Additionally, this Alternative does not provide the additional parkland and equivalencies to meet the community's need related to park and recreation facilities.

The No Project Alternative allows for more residential units than the proposed Uptown CPU and associated discretionary actions; therefore, this Alternative, therefore, would generate more vehicular trips than the proposed Uptown CPU and result in greater impacts to individual intersections and roadway facilities. The No Project Alternative does not contain additional policies intended to promote a multimodal network that encourage walking, bicycling, and transit and provide a greater level of consistency with General Plan policies. Without increasing multimodal opportunities and providing the same connections to transit and to adjacent communities, this Alternative would also not achieve the same level of consistent with SANDAG 2050 RP or the City's CAP.

Air quality emissions under the No Project Alternative would be slightly greater due to the allowed density in the adopted Uptown Community Plan. Similarly, the No Project Alternative would result in greater impacts than the proposed Uptown CPU and associated discretionary actions relative to greenhouse gas (GHG) emissions. The No Project Alternative would result in significant and unmitigated GHG emissions associated with build-out of the plan area as compared to the proposed Uptown CPU and associated discretionary actions. In addition, the No Project Alternative would not change land uses to provide high density and mixed use development within proximity to transit at the same level as the proposed Uptown CPU, and would not implement land use changes and increase multi-modal opportunities consistent with the City of Villages Strategy and the CAP. Thus, at

a Citywide and community level, significant and unavoidable impacts associated with GHG emissions under the No Project Alternative would be slightly greater than the proposed Uptown CPU and associated discretionary actions.

The No Project (Adopted Community Plan) Alternative would not include the identification of potential historic districts and associated policies supporting protection of potential historical resources. Thus, the No Project Alternative would not benefit from the identification of these potential historic districts nor the associated policy framework. Additionally, the No Project Alternative would not benefit from the protections that would be implemented under the proposed Uptown CPU mitigation framework. Under both the No Project Alternative and the proposed Uptown CPU, impacts would be less than significant; however, potential impacts would be slightly reduced under the proposed Uptown CPU.

### **Finding and Supporting Facts**

The No Project Alternative meets several of the eight project objectives, but none to the same extent as the proposed Uptown CPU and associated discretionary actions. The No Project Alternative does not provide the same policy framework relative to the provision of a multi-modal transportation network; and does not provide the same regulatory context for the preservation of historical resources. Furthermore, because the No Project (Adopted Community Plan) Alternative does not include the same provisions for multi-modal facilities or mixed-use development, it would not implement CAP or City of Villages strategies to the same extent as the proposed Uptown CPU and associated discretionary actions. The No Project (Adopted Community Plan) Alternative would also not designate additional park and recreation land uses in combination with policies for additional amenities and equivalencies to address the community's parkland deficit.

While adoption of the No Project (Adopted Community Plan) Alternative would allow future development to proceed in accordance with the adopted Community Plan, adoption of this Alternative would not achieve the following important project objectives:

- Develop a multi-modal transportation network emphasizing active transportation measures for walkable and bicycle-friendly streets, and transit-related measures supporting transit operations and access.
- Identify significant historic and cultural resources within each community and provide for their preservation, protection, and enhancement.

Provide increased recreation opportunities and new public open spaces. Because the No Project (Adopted Community Plan) Alternative would allow more multi-family units, this Alternative would meet the project objective to increase the housing supply along major transit corridors. However, the No Project (Adopted Community Plan) Alternative would not achieve the remaining objectives to the same extent as the proposed Uptown CPU, including the objectives related to walkable and bicycle-friendly streets, increased parks, identification of potential historic districts, or urban design policies.

## **Rationale and Conclusion**

The No Project Alternative is rejected as infeasible because it fails to meet multiple project objectives, and failure to meet even a single objective would be sufficient for rejection of the Alternative and a conclusion that this Alternative is considered infeasible. Further, the No Project Alternative is infeasible because it would not meet the General Plan policy regarding preparation of community plan updates. Specifically, Policy LU-C.1 requires that the update process “establish each community plan as an essential and integral component of the City’s General Plan with clear implementation recommendations and links to General Plan goals and policies.” It further states that community plan updates are important to “maintain consistency between community plans and General Plan, as together they represent the City’s comprehensive plan.” The No Project Alternative would not allow the update to proceed and achieve these General Plan policies.

## **Adopted Community Plan with Removal of the Height Ordinance Alternative**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative is similar to the No Project Alternative described above. The majority of plan area is designated as Low-Density Residential with development focused on the major transportation corridors and mixed-use encouraged in selected areas. This Alternative would maintain the adopted land use designations, accommodating 34,600 dwelling units at build-out or 1,900 more units compared to the proposed Uptown CPU. The existing policies in the Uptown Community Plan and zoning program, which includes the Mid-City Communities Plan District and West Lewis Plan District Ordinances, would continue to guide development with the exception of the Interim Height Ordinance (O-20329). With this ordinance removed, the limitation on height of structures in specific areas to 50 and 65 feet would be eliminated.

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would allow taller buildings under ministerial review within the Mission Hills, Hillcrest, and Bankers Hill/Park West neighborhoods. Under this Alternative, building heights in areas subject to the Interim Height Ordinance would be regulated by the Mid-City Communities Plan District. In the case of Mission Hills, areas currently limited to 50 feet would allow structures to 150 feet. In the areas of Hillcrest limited to 65 feet, structures would be permitted to 200 feet. The increased building height allowance combined with slightly higher density under this Alternative would allow development with taller buildings compared to the proposed Uptown CPU and associated discretionary actions.

All of the other policies in the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative are the same as the existing policies in the adopted Community Plan.

## **Potentially Significant Effects**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative increases residential density above the proposed density under the proposed Uptown CPU and associated discretionary actions. Implementation of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not reduce or avoid any significant impacts of the proposed Uptown CPU and associated discretionary actions and rather, would result in greater impacts relative to land use, neighborhood character, transportation (traffic circulation), air quality, and historic resources. As described below, GHG emissions would also be greater and would be a significant and unavoidable impact.

Land use impacts under this Alternative are due to the lack of policies and land use changes intended to improve compatibility with and implement the San Diego General Plan and the City of Villages as it relates to community plan updates, as well as the SANDAG 2050 RP and the City's CAP.

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would have a greater population at build-out than the anticipated population for the build-out of the proposed Uptown CPU and associated discretionary actions. This Alternative would not designate additional parkland within the community to address the parkland deficit from the build-out population. Additionally, this Alternative would not provide MHPA boundary line corrections that would increase sensitive habitat within the MHPA and remove developed land.

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would increase the amount of traffic generated, and traffic impacts would be incrementally greater under this Alternative. Likewise, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative's future operational emissions would be greater than those of the proposed Uptown CPU and associated discretionary actions due to the land use patterns and greater density.

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would slightly increase GHG emissions over those of the proposed Uptown CPU and associated discretionary actions. The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative also does not contain additional policies intended to promote a multimodal network that encourage walking, bicycling, and transit and provide a greater level of consistency with the City's General Plan policies, the SANDAG 2050 RP, and the City's CAP. Since the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not adjust the land use map or provide policies to implement these strategies, GHG impacts of the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would be significant and unavoidable and greater than the proposed Uptown CPU and associated discretionary actions.

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would not benefit from the amendments to the Historical Resources Regulations in the Land Development Code, because no potential historic districts would be identified and be subject to the regulations. Additionally, this Alternative would allow greater building heights in certain areas. Like the No Project Alternative, the Adopted Community Plan with Removal of the Interim Height Ordinance Alternative would also not provide policies developed to guide design of the community and enhance neighborhood character.

### **Finding and Supporting Facts**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative is rejected as infeasible, because it does not meet all of the project objectives, and failure to meet even a single objective would be sufficient for rejection of the Alternative and a conclusion of infeasibility. The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative does not meet the objective of designating increased recreation opportunities in the land use plan and does not meet the objective of preserving neighborhood character and design relationships between neighborhoods within each community through the development of transitions and design policies. The existing policy framework, in combination with greater total build-out potential within the CPU area, would result in incrementally greater impacts associated with neighborhood character, traffic and circulation, air quality, and historical resources than under the proposed Uptown CPU and

associated discretionary actions. Furthermore, it would not avoid any of the significant unavoidable impacts of the proposed Uptown CPU and associated discretionary actions (traffic circulation, noise, historical resources, and paleontological resources). Similar to the proposed Uptown CPU and associated discretionary actions, programmatic mitigation included in the Final PEIR would be implemented through future discretionary projects to reduce potential impacts associated with paleontological resources and noise to below a level of significance.

### **Rationale and Conclusion**

The Adopted Community Plan with Removal of the Interim Height Ordinance Alternative is rejected as infeasible because this Alternative would not meet all of the project objectives, would not reduce any of the significant effects of the project, and would result in incrementally greater impacts without offering sufficient benefits to offset the increased level of impact.

### **Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would use the adopted Uptown Community Plan land use map. The Alternative would address neighborhood character issues by implementing the new proposed urban design policies that address objectives such as creating development transitions between new development and existing neighborhoods, increasing the urban tree canopy, and supporting sustainable development. Under this Alternative, the current zoning program which includes the Mid-City Communities Plan District and the West Lewis Plan District ordinances would be retained with the exception of the Interim Height Ordinance (O-20329), which would be repealed. Under the proposed project, a Land Development Code Amendment would amend the CPIOZ to reduce heights in areas of Mission Hills and Hillcrest. These amendments would not be included in the Proposed CPU Policies with the Adopted Community Plan Land Use Map Alternative.

The build-out assumptions and land use map would be identical to the No Project (Adopted Community Plan) Alternative, which would allow increased residential multi-family dwelling units. Like the proposed Uptown CPU, this Alternative would identify potential historic districts and an associated policy framework that addresses preservation of potential historic districts. Application of the proposed Uptown CPU policies related to urban design and mobility under this Alternative would also provide design guidance including development transitions to new development and would support multimodal transportation choices.

### **Potentially Significant Effects**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would retain the adopted Community Plan land uses, would apply proposed CPU policies, and apply a zoning program including the Mid-City Communities Plan District, the West Lewis Plan District and would retain the Interim Height Ordinance (O-20329). Application of the proposed CPU policies under this Alternative would ensure consistency with the City's General Plan City of Villages Strategy, the City's CAP policies, and other applicable land use plans and policies. Implementation of this Alternative, however, would not reduce or avoid any significant impacts of the proposed Uptown CPU and associated discretionary actions and rather, would result in greater impacts relative to transportation (traffic circulation), air quality, and GHG emissions.

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would increase the development potential and the amount of traffic generated. Therefore, vehicle trips along with impacts to individual intersections and roadway segments would be greater under this Alternative. This Alternative would incorporate policies that would support the goal of creating a multi-modal transportation network; thus, potential impacts related to alternative transportation would be similar to the proposed Uptown CPU.

With the development potential and increased vehicle trips, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative's future operational emissions would be slightly greater than those of the proposed Uptown CPU and associated discretionary actions.

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would slightly increase GHG emissions over those of the proposed Uptown CPU. Since the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would not adjust the land use map, but would include the proposed CPU policies to implement associated CAP strategies, GHG impacts of this Alternative would be less than significant, but would be greater than the proposed Uptown CPU.

### **Finding and Supporting Facts**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative meets seven of the eight project objectives. Because this Alternative does not change the land use map, it would not provide for increased recreation opportunities in the CPU area. Additional population associated with build-out under this Alternative would also result in a potentially greater parkland deficit than under the proposed Uptown CPU and associated discretionary actions. However, this Alternative does include policies similar to the proposed Uptown CPU and associated discretionary actions. The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative promotes a multi-modal network, preserves neighborhood character and design relationships, and meets the objective to protect significant historic and cultural resources. However, because the Adopted Community Plan Land Use Map Alternative would retain adopted land uses, this Alternative would not provide for increased recreation opportunities within the Uptown community.

With no land use changes, the Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would allow increase intensity of development and greater total build-out potential within the CPU area. This Alternative would result in incrementally greater impacts associated with traffic and circulation, air quality, and GHG emissions than under the proposed Uptown CPU and associated discretionary actions. Furthermore, it would not avoid any of the significant unavoidable impacts of the proposed Uptown CPU and associated discretionary actions (traffic, noise, historical resources, and paleontological resources). Similar to the proposed Uptown CPU and associated discretionary actions, programmatic mitigation included in the Final PEIR would be implemented through future discretionary projects to reduce potential impacts associated with paleontological resources and noise to below a level of significance.

### **Rationale and Conclusion**

The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative would not meet all of the project objectives. This Alternative does not change the land use map and thus, it would not provide for increased recreation opportunities in the CPU area. The Proposed CPU Policies with Adopted Community Plan Land Use Map Alternative is rejected as infeasible because this Alternative

would not reduce any of the significant effects of the project and would result in incrementally greater impacts with regard to air quality, traffic, and GHG emissions without offering sufficient benefits to offset the increased level of impact.

### **Density Redistribution Alternative**

The Density Redistribution Alternative applies land uses proposed in June 2015 Draft Community Plan and includes all the other discretionary actions and proposed policies in the proposed Uptown CPU without the corresponding density bonus incentives. Without the density bonus incentives along select portions of transit corridors, the build-out of this Alternative would be similar to the proposed Uptown CPU. Under the Density Redistribution Alternative, the reduction in density would be redistributed within the CPU area resulting in the same overall development potential as the proposed Uptown CPU. To accomplish this, there are a few areas where the Density Redistribution Alternative includes higher density than the proposed Uptown CPU. Figure 10-4 in the Final PEIR shows the proposed Density Redistribution Alternative land use map. The Normal Street corner lot along Park Boulevard is reduced to Community Commercial 0-44 du/ac. The Density Redistribution Alternative increases transit corridor density along Park Boulevard between University Avenue and Washington Street and Normal Street from 73 du/ac to 109 and 145 du/ac.

The Density Redistribution Alternative proposes density decreases in nine specific locations. When compared to the proposed Uptown CPU, the Density Redistribution Alternative reduces residential density development potential along India Street, Reynard Way, the 4th Avenue Commercial Office areas, and Bankers Hills/Park West Neighborhood from 44 du/ac to 29 du/ac. The Density Redistribution Alternative also reduces areas of the Medical Center Complex, Washington Street near Dove Street, and areas within Central Hillcrest from 73 du/ac to 44 du/ac. Finally, the core Central Hillcrest area is reduced from 109 du/ac to 44 du/ac and Hillcrest South of Pennsylvania is reduced from 109 du/ac to 74 du/ac.

### **Potentially Significant Effects**

The Density Redistribution Alternative changes and redistributes the residential density along certain corridors above compared to what is proposed under the proposed Uptown CPU and associated discretionary actions. The Density Redistribution Alternative would lower density throughout the community with the exception of the Park Boulevard transit corridor between Washington Street, University Avenue, and Normal Street. Land use impacts under this Alternative would be similar to the anticipated impacts to the proposed Uptown CPU. The proposed land uses would be compatible with the implementation of the San Diego General Plan, but to a lesser degree. Like the proposed Uptown CPU, this Alternative would not conflict with adopted land use plans, policies, or ordinances; however it would achieve consistency with the General Plan City of Villages strategy to a lesser extent. Specifically, the Density Redistribution Alternative would facilitate transit-oriented development and mixed use development but to a lesser degree than the proposed Uptown CPU due to reduced density near areas accessible to transit with the exception of the Park Boulevard transit corridor. Thus, land use impacts of this Alternative would be slightly greater than the proposed Uptown CPU.

As a result of implementation of the Density Redistribution Alternative, there would be fewer vehicle trips, and operation of the intersections and roadway segments would result in fewer impacts to the vehicle network. With the decrease in vehicle trips, air quality emissions would also be reduced.

However, the GHG efficiencies in locating increased development in close proximity to transit would not occur. Because of lower density along most transit commercial nodes, this Alternative would not achieve the same level of consistency with applicable plans, including alternative transportation strategies. Although this Alternative would have less impact on traffic and circulation and air quality, it would not avoid any significant impacts of the proposed Uptown CPU and associated discretionary actions and rather, would result in greater impacts relative to land use plans and GHG. This would result in a potential conflict with the implementation of CAP Strategies and the General Plan's City of Villages strategy. Decreasing residential and commercial density in transit corridors and Community Villages within a Transit Priority Area (TPA) would not support the City of San Diego in achieving the GHG emissions reduction targets of the CAP since these residents would need to find housing or employment elsewhere that may not have accessibility to transit.

### **Finding and Supporting Facts**

The Density Redistribution Alternative meets all of the eight project objectives, similar to the proposed Uptown CPU and associated discretionary actions. However, due to the decreased intensity of development along transit corridors, with the exception of Park Boulevard, this Alternative would result in incrementally greater impacts associated with land use and GHG emissions and a potential conflict with the City's goals to implement the CAP Strategies and the General Plan's City of Villages strategy. Furthermore, it would not avoid any of the significant unavoidable impacts of the proposed Uptown CPU and associated discretionary actions (traffic, noise, historical resources, and paleontological resources). Similar to the proposed Uptown CPU and associated discretionary actions, programmatic mitigation included in the Final PEIR would be implemented through future discretionary projects to reduce potential impacts associated with paleontological resources and noise to below a level of significance.

### **Rationale and Conclusion**

While the Density Redistribution Alternative would meet all of the eight project objectives, it is rejected as infeasible because this it would not reduce any of the significant effects of the project and would result in incrementally greater impacts with regard to with land use and GHG without offering sufficient benefits to offset the increased level of impact.

### **Lower-Density Alternative**

The Lower-Density Alternative incorporates the land uses proposed in June 2015 Draft Community Plan without the corresponding density bonus incentives originally proposed with this land use scenario. The Lower-Density Alternative would accommodate a slightly reduced population of 31,100 in the CPU area. The total projected population under the Lower-Density Alternative would be 2,650 persons less than under the proposed Uptown CPU and associated discretionary actions. The Lower-Density Alternative would be the same as the Density Redistribution Alternative with the exception that density would not increase along the Park Boulevard generally between Washington Street, University Avenue, and Normal Street. The Lower-Density Alternative would reduce multi-family development potential and result in a slight increase in single family development potential.

### **Potentially Significant Effects**

The Lower-Density Alternative would retain the proposed Uptown CPU land uses, but would lower multi-family density throughout the community along transit corridors and nodes. Land use impacts under this Alternative would be similar to the anticipated impacts to the proposed Uptown CPU. The Lower-Density Alternative would facilitate transit-oriented development and mixed use development, but to a lesser degree than the proposed Uptown CPU due to reduced density near areas within proximity to transit. Land use changes would be compatible with the implementation of the General Plan, but to a lesser degree due to reduced consistency with applicable land use plans.

Implementation of this Alternative would result in fewer trips than would be generated by the proposed Uptown CPU and associated discretionary actions; however, impacts related to traffic circulation would be similar to the proposed Uptown CPU and in the case of alternative transportation would be greater. Although there would be less trips generated, this Alternative would also result in significant and unavoidable impacts to roadway segments and intersections, and impacts would likely be similar to the proposed Uptown CPU. The Lower-Density Alternative would contain the proposed Uptown CPU policies intended to promote a multimodal network that encourage walking, bicycling, and taking transit; however, these goals would be achieved to a lesser extent due to the reductions in development potential within areas accessible to transit. Thus, alternative transportation impacts of the Lower-Density Alternative would be slightly greater than the proposed Uptown CPU.

Potential decreases in traffic and development potential which have the potential to decrease air quality emissions could be cancelled out by the fact less density in close proximity and accessible to transit. Thus, air quality impacts under this Alternative would likely be similar to the proposed Uptown CPU. In addition, the GHG efficiencies of providing fewer multi-family units and development in proximity to transit would be lost. This would result in a potential conflict with the implementation of CAP Strategies and the General Plan's City of Villages Strategy. Decreasing residential and commercial density in transit corridors and Community Villages within a TPA would not support the City of San Diego in achieving the GHG emissions reduction targets of the CAP since these residents would need to find housing or employment elsewhere that may not have accessibility to transit.

### **Finding and Supporting Facts**

The Lower-Density Alternative meets seven of the eight project objectives. The Lower-Density Alternative would not meet the objective to maintain or increase the housing supply with higher residential densities along major transit corridors. This Alternative does not provide the same extent or density of housing as proposed under the proposed Uptown CPU and associated discretionary actions, especially within transit corridors; therefore, it would not facilitate economic development through the creation of new mixed-use opportunities with greater residential intensities within the central business core of the community to the same degree as the proposed Uptown CPU and associated discretionary actions. Furthermore, this Alternative would not avoid any of the significant unavoidable impacts of the proposed Uptown CPU and associated discretionary actions (traffic, noise, historical resources, and paleontological resources). Similar to the proposed Uptown CPU and associated discretionary actions, programmatic mitigation included in the Final PEIR would be implemented through future discretionary projects to reduce potential impacts associated with paleontological resources and noise to below a level of significance.

**Rationale and Conclusion**

This Alternative is rejected as infeasible because it does not meet the project objectives to the same extent as the proposed Uptown CPU and associated discretionary actions and would not implement CAP Strategies and the General Plan City of Villages Strategy to the same degree as the project. This Alternative would have slightly less impacts related to traffic and air quality; however those reduced impacts would not outweigh the greater impacts of this Alternative with regard to CAP consistency.

**DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)  
STATEMENT OF OVERRIDING CONSIDERATIONS (SOC) FOR THE  
UPTOWN COMMUNITY PLAN UPDATE  
(PROJECT NUMBER 380611; SCH No. 2016061023)  
(PUBLIC RESOURCES CODE §21081(b))**

Pursuant to Section 21081(b) of CEQA and CEQA Guidelines Sections 15903 and 15043, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks, when determining whether to approve the Uptown Community Plan Update (CPU) and associated discretionary actions (hereinafter referred to as the Project), as defined in the Final Program Environmental Impact Report (PEIR). This statement of overriding considerations is specifically applicable to the significant and unavoidable mitigation measures identified in Chapter 6 of the Final PEIR. As set forth in the Findings, the Project will result in unavoidable adverse cumulative impacts related to transportation and circulation, noise, historical resources, and paleontological resources.

The City Council of the City of San Diego, having:

- (i) Independently reviewed the information in the Final PEIR and the record of proceedings;
- (ii) Made a reasonable and good faith effort to eliminate or substantially lessen the significant impacts resulting from the Project to the extent feasible by adopting recommended mitigation measures identified in the Final PEIR; and
- (iii) Balanced the benefits of the project against the significant environmental impacts, chooses to approve the project, despite its significant environmental impacts, because, in its view, specific economic, legal, social, and other benefits of the project render the significant environmental impacts acceptable.

The following statement identifies why, in the City Council's judgment, the benefits of the Project outweigh the unavoidable significant impacts. Each of these benefits serves as an independent basis for overriding all significant and unavoidable impacts. Any one of the reasons set forth below is sufficient to justify approval of the project. Substantial evidence supports the various benefits and such evidence can be found in the preceding sections, which are incorporated by reference into this section, the Final PEIR, or in documents that comprise the Record of Proceedings in this matter.

## FINDINGS FOR STATEMENT OF OVERRIDING CONSIDERATIONS

### 1. **The Community Plan Update provides a comprehensive guide for growth and development in the Uptown community consistent with the General Plan City of Villages Strategy.**

Together with the General Plan, the proposed Uptown Community Plan Update (CPU) guiding principles, goals, and policies provide a long-range and comprehensive guide for the future physical development of the community planning area. Community identified needs formed the basis for the CPU's guiding principles, goals and policies.

#### Guiding Principles

- Multi-modal circulation and community access;
- Development diversity;
- Sustainability in development and in the environment;
- Business vitality and growth;
- Public facilities and recreation needs;
- Open space conservation; and
- Respecting cultural and historic resources.

Guided by the City of Villages growth strategy and citywide policy direction contained in the General Plan, the CPU goals and policies establish the following land use and multi-modal mobility strategies to cohesively guide growth and development in Uptown:

- Direct higher density residential mixed-use development along transit corridors, nodes and villages,
- Direct higher density residential in multifamily areas near the transit corridors emphasizing pedestrian connectivity,
- Foster walkable and transit-oriented neighborhoods,
- Maintain the low-density character of single-family neighborhoods,
- Create a high quality, reliable, multi-modal transportation network, and
- Promote a clean, sustainable environment.

The CPU focuses future growth and development on transit corridors, in multifamily areas in close proximity to the transit corridors, and community village areas. The CPU identifies:

- Community Villages are located in the Hillcrest neighborhood focused at :
  - Washington Street, University Avenue, 4<sup>th</sup> Avenue and 5<sup>th</sup> Avenue; and
  - Washington Street, University Avenue; Park Boulevard; 10<sup>th</sup> Avenue
- Neighborhood Villages located in the following neighborhoods:
  - Mission Hills at Goldfinch Street and Washington Street;
  - Middletown at India Street and Washington Street; and
  - Bankers Hill/Park West at Laurel Street and Fifth Avenue.

Single-family and low-density neighborhoods will remain intact. The CPU addresses the street and transit network with the development of a balanced, multi-modal transportation network that

improves pedestrian, bicycle and transit mobility while also addressing vehicular traffic capacity consistent with “complete streets” principles. The mobility vision and multi-modal transportation network strengthens the land use vision and promotes a sustainable environment.

**2. The Community Plan Update follows General Plan policy direction governing the preparation of community plans, including application and refinement of citywide policies, designating land uses, and making site-specific recommendations that address the needs of the Uptown community.**

Based on General Plan policy direction, the CPU contains detailed land uses and site-specific policy recommendations. The CPU addresses community specific development aspects that include:

- Distribution and arrangement of designated land uses;
- Multi-modal function and design of the street and transit network;
- Location, prioritization, and the provision of public facilities;
- Community and site-specific urban design guidelines;
- Urban design guidelines addressing the public realm and development form; and
- Community and site-specific recommendations to preserve and enhance natural and cultural resources.

The CPU addresses General Plan topics of citywide importance such as housing capacity, appropriate implementation mechanisms, and a sufficient level of information for development review, including detailed policies and land use and mobility maps. The CPU supports the City of Villages strategy by focusing growth along transit corridors and multifamily areas adjacent to transit corridors while maintaining single-family, lower density neighborhoods.

The CPU provides detailed, site-specific recommendations for the village and mixed-use areas along transit corridors. The CPU contains policies that address density in proximity to transit stops, building orientation, pedestrian mobility improvements, land use compatibility, and location-specific land use policies.

The CPU identifies the location of new and expanded public facilities, including specific park and recreation opportunities and park equivalencies, and functional descriptions. A funding source and prioritization list is provided in the Impact Fee Study (formerly referred to as Public Facilities Financing Plan), which is a project component.

The CPU contains policies and guidelines that address community and site-specific design goals. The policies and guidelines define important features within existing neighborhoods, districts, and corridors, and addresses relationships of new buildings, groups of buildings, streetscapes and landscapes to adjacent lower density neighborhoods. The CPU provides direction to design new buildings that provide transitions from existing lower scale development.

The CPU addresses the preservation and enhancement of natural and cultural resources by a precisely mapped open space boundary, and conservation policies related to preservation of landforms, natural vegetation, public views and sustainable development.

The CPU identifies cultural resources unique to Uptown in a historic context statement and survey. The CPU contains policies for the preservation and protection of historical resources, including the identification of potential historic districts.

Citywide zoning and the amendment to the Community Plan Implementation Zone (CPIOZ) will serve as the development regulations to implement the CPU. The citywide zoning will support streamlined permit processing and implement the CPU policies related to villages and transit-oriented development. The proposed amendment to CPIOZ will implement specific building heights within particular neighborhoods in the community.

**3. The Community Plan Update supports the City of Villages strategy through the implementation of additional housing and mixed uses near job/employment centers, and increase employment and economic growth opportunities for the Uptown community.**

The CPU will provide capacity for higher density residential housing and mixed-use development. Currently, there are approximately 23,160 existing residential units within the Uptown Community Plan area. The CPU will provide capacity for 9,520 additional dwelling units in the community with a maximum of 32,680 residential units at buildout. The majority of these units will be within proximity to transit, advancing the City of Villages strategy. Major employment centers in Uptown include the Scripps-Mercy Hospital and UCSD Medical Center. Uptown is also located near major job centers in Mission Valley and Downtown. The CPU focuses future mixed-use development along transit corridors and in village and mixed-use areas in the community to allow residents to support transit use to employment centers. The CPU also contains policies that support the development of affordable housing adjacent to transit.

**4. The Community Plan Update supports employment and economic growth opportunities.**

The CPU provides for new and enhanced local commercial opportunities to increase jobs in the community along transit corridors. Future residential development will provide for increased demand for commercial goods and services that will support employment and economic growth while providing additional commercial and retail services within walking and bicycling distance for the surrounding residential community. The CPU maintains the Office-Commercial land use designation along First Avenue through Fifth Avenue, which will continue to support medical-related uses such as doctor's offices, clinics, and nursing facilities and contribute to employment and economic growth opportunities in the community due to their proximity to Scripps-Mercy Hospital and UCSD Medical Center, which are also major employment centers in the community.

**5. The Community Plan Update promotes neighborhood character and addresses design relationships between areas of growth and development and distinct character.**

The CPU establishes an urban design framework that provides policies and guidelines for new development that is sympathetic to the existing and evolving character of the community. The CPU provides design guidance for new development to retain and enhance the distinct attributes and scale of the neighborhoods. It also provides specific design guidance that acknowledges the design of the public realm through improvement of the streetscape, the function and design of various

street types and alleys, the promotion of urban forestry including specific tree recommendations for prominent residential and commercial streets, and community and neighborhood gateways.

The CPU acknowledges that the focus of new development will be in commercial/mixed-use areas as well as in multifamily designated areas with infill capacity and provides a broad range of policies that guides development form based on neighborhood context and character, pedestrian experience, building materials, functionality and sustainable design. The CPU provides policies that guide various aspects of urban form such as street wall articulation, windows, lighting, public space, public art, street orientation, height and massing, and sustainable building design. The CPU provides guidance to ensure development transitions between future higher scale buildings within higher density areas and the lower scale neighborhoods adjacent to these areas and includes guidelines to treat bulk and massing of higher scale buildings to minimize visual intrusiveness on neighboring lower scale buildings.

The CPU includes the specific buildings heights through the implementation of the Community Plan Implementation Overlay Zone (CPIOZ) for neighborhoods of Bankers Hill/Park West, Mission Hills, and Hillcrest. The CPIOZ also includes areas where ministerial review (CPIOZ Type A) and discretionary review (CPIOZ Type B) for building height are located.

**6. The CPU promotes a Complete Streets strategy by providing a balanced street environment that addresses the needs of public transit, walking, bicycling, and vehicles.**

The CPU mobility strategy focuses on a balanced, multimodal transportation network that meets the needs of pedestrians, bicyclists, motorists, and transit users of streets for safe and convenient travel in a manner that is suitable to the Uptown community and consistent with the General Plan multi-modal/complete streets policy. The CPU focuses growth and development on and adjacent to transit corridors. The CPU includes multi-modal goals and policies that support high frequency transit services, transit oriented development, and safe and integrated bicycle and pedestrian networks. It identifies pedestrian and bicycle improvements to increase connectivity. The CPU also encourages village design to be pedestrian-oriented and include enhanced public realm spaces such as pocket parks and public plazas.

The CPU identifies a pedestrian route network and includes policies addressing connectivity, amenities, and safety to encourage walking as a viable mode of transportation. The CPU identifies the installation of corner bulb-outs to promote pedestrian safety, and addresses mobility functions such as pedestrian access, bicycle parking, and transit stops.

The CPU supports the installation of bicycle share stations and corrals within transit corridors, and repurposing of right-of-way to provide improved bicycle facilities. The CPU bicycle network adds connections and access that provides a more comprehensive and complete network for bicyclists.

The CPU contains policies to expand transit services within the community and to adjacent communities. The CPU supports coordination with the San Diego Association of Governments and Metropolitan Transit System to provide improved transit amenities such as shade structures, benches and timetables at bus stops, implementation of electronic arrival schedules, and exclusive transit lanes. The CPU supports a future streetcar route from Downtown to Hillcrest.

The CPU supports the use of intelligent transportation systems solutions to manage the efficiency of the street grid network for transit and motorized vehicles. It also provides for the use of traffic calming measures and roundabouts to improve pedestrian safety while maintaining network efficiency.

**7. The Community Plan identifies recreation opportunities and new public open spaces.**

The household population for the Uptown Community Plan at build out is estimated to be 55,700 residents. The projected population warrants two-recreation centers equivalent to roughly 37,910 total square feet, and approximately 1 aquatic complex. Opportunities for additional park land and recreation facilities within Uptown are anticipated to come primarily through development of private and public properties and through the application of park equivalencies. While the City's primary goal is to obtain land for population-based parks, where vacant land is limited, unavailable or is cost-prohibitive, the General Plan allows the application of park equivalencies to be determined by the community and the City in order to assist in satisfying the community's population-based park needs.

Recreation Element Tables 7-1 and 7-2 summarize the existing and future parks, park equivalencies, and recreation facilities that have been identified in Uptown Community to supplement their existing population-based park and recreation facilities inventory. In addition to neighborhood and pocket parks, the table also includes recommendations for joint use of school property, new trails and improvements to existing trails, as well as recommendations generated by the community and City.

**8. The CPU contains strategies to protect historical resources.**

The CPU calls for the identification and preservation of significant historical resources to encourage identification and preservation of the community's historical resources, as well as educating citizens about the benefits for historic preservation. Policies for protecting the community's historical resources in the CPU include the provision of supplemental development regulations to assist in preserving the overall integrity of potential historic districts until they can be brought forward for historic designation; intensely surveying and preparing nominations for potential historic districts identified in the Uptown Historic Resources Survey; prioritizing district nominations; and providing support and guidance to community members who wish to prepare and submit historic nominations to the City.

**9. The Community Plan implements strategies in the Climate Action Plan (CAP).**

One of the five primary strategies identified in the CAP is to implement bicycling, walking, transit and land use strategies. These concepts are consistent with the General Plan and City of Villages Strategy, and include a focus on increased capacity in Transit Priority Areas (TPAs). The CPU provides recommendations consistent with these land use and mobility strategies, provides transit-supportive residential and employment densities in TPAs, and provides a comprehensive mobility network with added connections for pedestrians, bicycles, and transit.

The CPU directs growth and development into community and neighborhood villages and transit corridors with densities ranging from 44 dwelling units per acre to 109 dwelling units per acre within TPAs that are served by high frequency transit. The proposed mobility network complements the

transit-supportive density proposed in the village areas and along the major transit corridors with policies for increasing multi-modal opportunities and reduced reliance on single occupancy vehicles. The policies support improved access to transit through better pedestrian and bicycle infrastructure. The CPU supports a future streetcar line to improve access to employment and activity centers, such as Downtown, the Hillcrest Business District, and Balboa Park. The policies complement mobility connections and options with streetscape elements to improve pedestrian walkability. The proposed land use and zoning associated with the CPU would support transit-supportive residential densities along and adjacent transit corridors, and would accommodate mixed-use village development.

Additional strategies within the CAP also relate to efficiency in water and energy use, waste management, and climate resiliency. While these issues are primarily addressed through Citywide programs, the CPU includes some community-specific climate change policies designed to promote sustainability and reduce greenhouse gas emissions consistent with General Plan and CAP. The CPU policies support employing sustainable building techniques that include adaptive reuse of existing buildings, the use of photovoltaic energy, energy storage installations, and electric vehicle charging stations; seeking opportunities for creating community gardens and locally produced food; and the use of recycled and/or gray water irrigation systems. The CPU includes policies related to urban forestry and expansion of the community's overall tree canopy that include retaining mature and healthy trees, the use of broad canopy trees to enhance the pedestrian and bicycle environment and reduce heat gain, and the use of street trees to manage stormwater runoff and improve air quality.

## **CONCLUSION**

For the foregoing reasons, the City Council finds that the adverse, unavoidable environmental impacts are outweighed by the above-referenced benefits, any one of which individually would be sufficient to outweigh the adverse environmental effects of the Project. Therefore, the City Council has adopted this Statement of Overriding Considerations.

**MITIGATION MONITORING AND REPORTING PROGRAM FOR THE  
UPTOWN COMMUNITY PLAN UPDATE AND ASSOCIATED DISCRETIONARY ACTIONS  
(PROJECT NUMBER 380611; SCH No. 2016061023)  
(PUBLIC RESOURCES CODE 21081.6)**

This Mitigation Monitoring and Reporting Program (MMRP) is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Land Development Review Division, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. All mitigation measures contained in the Program Environmental Impact Report (PEIR) SCH No. 2016061023; PROJECT NUMBER 21002568 shall be made conditions of future development within the Uptown CPU area as further described below.

## **I. Transportation and Circulation**

### **Roadway Segments**

#### **a. Impacts**

Implementation of the Uptown CPU and associated discretionary actions would have a cumulatively significant impact at 25 roadway segments. The impacts at these roadway segments would occur because the Level of Service (LOS) would degrade to an unacceptable E or F, or because the v/c ratio increase would exceed the allowable threshold at a location operating at LOS E or F.

#### **b. Mitigation Framework**

The Traffic Impact Study identified several roadway segment improvements that would reduce potentially significant impacts. As discussed in the Findings, a number of mitigation measures are infeasible due to conflicts with the overall mobility vision and other policies of the Uptown CPU and are precluded by surrounding development. These measures are not included in this MMRP. Only measures TRANS 6.3-7d, TRANS 6.3-24a, and TRANS 6.3-27 are included in the proposed IFS and this MMRP.

**TRANS 6.3-7d:** First Avenue from Laurel Street to Hawthorn Street (Impact 6.3-7d): Restripe the roadway to a 2 lane collector with continuous left-turn lane.

**TRANS 6.3-24a:** Richmond Street From Cleveland Avenue to Robinson Avenue (Impact 6.3-24): Restripe the roadway to a 2-lane collector with continuous left-turn lane.

**TRANS 6.3-27:** State Street from Laurel Street to Juniper Street (Impact 6.3-26): Restripe the roadway to a 2-lane collector with continuous left-turn lane.

### **c. Mitigation Funding, Timing, and Responsibility**

Funding sources for implementation of the mitigation measures would include the Impact Fee Study (IFS) fees required of future development and may also include grants from SANDAG and/or Caltrans. As discussed in the Findings, these impacts were ultimately determined to be significant and unavoidable based on the lack of full funding and lack of assurance of implementation of the measure prior to occurrence of an impact. Mitigation timing would be driven by the timing of individual, project-level development related to impacts within the proposed Uptown CPU area. However, the City would be responsible for collecting development fees associated with future development and coordinating with SANDAG and Caltrans regarding prioritization and implementation of improvements.

### **Ramp Meters**

#### **a. Impacts**

As described in Section 6.3 of the PEIR, implementation of the Uptown CPU would result in three significant cumulative ramp meter impacts.

#### **b. Mitigation Framework**

As discussed in the PEIR and Findings, the ramp meter impacts would be significant and unavoidable because the City does not have approval authority over freeways and there is uncertainty as to the timing of implementation of improvements and whether they will occur prior to the occurrence of impacts. Additionally, none of the impacted ramp meters are included in SANDAG's San Diego Forward: The Regional Plan (RP); thus, fair share funding for the impacted ramps would be infeasible at this time. However, the following measure is proposed to partially mitigate the significant impact:

**TRANS 6.3-39:** The City of San Diego shall coordinate with Caltrans to address ramp capacity at impacted on-ramp locations. Improvements could include additional lanes, interchange reconfiguration, etc.; however, specific capacity improvements are still undetermined, as these are future improvements that must be defined more over time. Furthermore, implementation of freeway improvements in a timely manner is beyond the full control of the City since Caltrans has approval authority over freeway improvements. At the project level, significant impacts at locations outside of the jurisdiction of the City could be partially mitigated in the form of fair share contribution or TDM measures that encourage carpooling and other alternative means of transportation consistent with proposed CPU policies. Fair share contributions may be provided at the project level for impacted ramps where the impacted facility is included in the SANDAG RP; however, at this time none of the impacted ramps are included in the SANDAG RP. (Impacts 6.3-39 – 6.3-41)

### **c. Mitigation Funding, Timing, and Responsibility**

As discussed above and in the Findings, specific funding and timing of ramp improvement is not known at this time because no improvements to these ramps are identified in the SANDAG RP. Potential funding sources may include SANDAG and/or Caltrans, as noted. Thus, the impacts to

freeway ramps would be significant and unavoidable. However, the City will coordinate with Caltrans regarding ramp improvements on an ongoing basis.

## II. Noise

### Temporary Construction Noise

#### a. Impacts

Construction activities related to implementation of the proposed Uptown CPU and associated discretionary actions would potentially generate short-term noise levels in excess of 75 dB(A)  $L_{eq}$  at adjacent properties. While the City regulates noise associated with construction equipment and activities through enforcement of noise ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits, there is a procedure in place that allows for a permit to deviate from the noise ordinance. Due to the highly developed nature of the Uptown CPU area with sensitive receivers potentially located in proximity to construction sites, there is a potential for construction of future projects to expose existing sensitive land use to significant noise levels.

Vibration impacts during construction could be avoided by scheduling construction activities with the highest potential to produce perceptible vibration to hours with least potential to affect nearby properties. However, pile driving within 95 feet of existing structures has the potential to exceed 0.20 inch per second, and would be a potentially significant.

#### b. Mitigation Framework

In order to mitigate impacts related to construction noise, the following mitigation measures would be implemented.

**NOISE 6.6-1:** At the project level, future discretionary development projects will be required to incorporate feasible mitigation measures. Typically, noise can be reduced to comply with City standards when standard construction noise control measures are enforced at the project site and when the duration of the noise-generating construction period is limited to one construction season (typically one year) or less.

- Construction activities shall be limited to the hours between 7:00 a.m. and 7:00 P.M. Construction is not allowed on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays. (Consistent with Section 59.5.0404 of the San Diego Municipal Code).
- Equip all internal combustion engine-driven equipment with intake and exhaust mufflers that are in good condition and appropriate for the equipment.
- Locate stationary noise-generating equipment (e.g., compressors) as far as possible from adjacent residential receivers.

- Acoustically shield stationary equipment located near residential receivers with temporary noise barriers.
- Utilize "quiet" air compressors and other stationary noise sources where technology exists.
- The contractor shall prepare a detailed construction plan identifying the schedule for major noise-generating construction activities. The construction plan shall identify a procedure for coordination with adjacent residential land uses so that construction activities can be scheduled to minimize noise disturbance.
- Designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator will determine the cause of the noise complaint (e.g., bad muffler, etc.) and will require that reasonable measures be implemented to correct the problem.

In order to mitigate impacts relative to vibration during construction, the following mitigation measure would be implemented.

**NOISE 6.6-2:** For discretionary projects where construction would include vibration-generating activities, such as pile driving, within 95 feet of existing structures, site-specific vibration studies shall be conducted to ensure the development project would not adversely affect adjacent properties to the satisfaction of the Chief Building Official. Such efforts shall be conducted by a qualified structural engineer and could include the following:

- Identify sites that would include vibration compaction activities such as pile driving and have the potential to generate groundborne vibration and the sensitivity of nearby structures to groundborne vibration.
- Develop a vibration monitoring and construction contingency plan to identify structures where monitoring would be conducted; set up a vibration monitoring schedule; define structure-specific vibration limits; and address the need to conduct photo, elevation, and crack surveys to document before and after construction conditions. Construction contingencies would be identified for when vibration levels approach the limits.
- Monitor vibration during initial demolition activities and during pile-driving activities. Monitoring results may indicate the need for more or less intensive measurements.
- When vibration levels approach limits, suspend construction and implement contingencies to either lower vibration levels or secure the affected structures.

- Conduct post-survey on structures where either monitoring has indicated high levels or complaints of damage have been made. Make appropriate repairs or compensation where damage has occurred as a result of construction activities.

### **c. Mitigation Funding, Timing, and Responsibility**

Funding for the described noise mitigation would be provided on a project-specific basis by the associated property owners and/or developers. Mitigation timing would be driven by the implementation schedule of individual (project-level) development related to specific impacts within the Uptown CPU, with mitigation for individual projects generally to be implemented prior to or during construction. Responsibility for noise-related mitigation monitoring, enforcement, and reporting would be with the City of San Diego.

## **III. Historical Resources**

### **Historic Structures, Objects, or Sites**

#### **a. Impacts**

As described in Section 6.7, Historical Resources, of the PEIR, implementation of the proposed Uptown CPU and associated discretionary actions could result in an alteration of a historic building, structure, object, or site and could adversely impact a prehistoric archaeological resource including religious or sacred use sites and human remains. These impacts are potentially significant.

#### **b. Mitigation Framework**

The following mitigation measure (HIST 6.7-1) provides a framework that would be required of all future development projects with the potential to impact significant historical resources.

#### **HIST 6.7-1: Historic Buildings, Structures, and Objects**

Prior to issuance of any permit for a future development project implemented in accordance with the proposed Uptown CPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- Preparing a historic resource management plan;
- Adding new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of

existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);

- Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- Screening incompatible new construction from view through the use of berms, walls and landscaping in keeping with the historic period and character of the resource;
- Shielding historic properties from noise generators through the use of sound walls, double glazing and air conditioning; and
- Removing industrial pollution at the source of production.

Specific types of historical resource reports, outlined in Section III of the Historical Resources Guidelines, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate mitigation to reduce the impacts to below a level of significance, where possible. If required, mitigation programs can also be included in the report.

### **c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to historical resources would be provided on a project-specific basis by the associated property owners and/or developers. Mitigation Measure HIST 6.7-1 would be implemented prior to issuance of any permit for a future development project under the proposed Uptown CPU that could directly affect historic structures, objects or sites including a building/structure in excess of 45 years of age that has been determined to be historically significant by the City. Responsibility for mitigation monitoring, enforcement, and reporting related to historical resources would be with the City of San Diego.

## **Prehistoric Resources, Sacred Sites, and Human Remains**

### **a. Impacts**

As described in Section 6.7 of the PEIR, prehistoric resources, sacred sites, and human remains could occur within the Uptown CPU area. As a result, future development pursuant to the Uptown CPU could have a significant impact on important prehistoric resources, human remains, religious or sacred resources.

### **b. Mitigation Framework**

Implementation of Mitigation Measure HIST 6.7-2, would minimize program-level (and project-level) impacts to prehistoric resources, sacred sites, and human remains, but not to below a level of significance.

**HIST 6.7-2:** Archaeological and Tribal Cultural Resources

Prior to issuance of any permit for a future development project implemented in accordance with the proposed Uptown CPU that could directly affect an archaeological or tribal cultural resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological or tribal cultural resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

## Initial Determination

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and may conduct a site visit, as needed. If there is any evidence that the site contains archaeological or tribal cultural resources, then an archaeological evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

Step 1:

Based on the results of the Initial Determination, if there is evidence that the site contains a historical resource, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the South Coast Information Center at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the Native American Heritage Commission must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeology Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological, architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance, based on the City Guidelines, must be performed by a qualified archaeologist.

### Step 2

Where a recorded archaeological site or Tribal Cultural Resource (as defined in the Public Resources Code) is identified, the City would be required to initiate consultation with identified California Indian tribes pursuant to the provisions in Public Resources Code Section 21080.3.1 and 21080.3.2., in accordance with Assembly Bill 52. It should be noted that during the consultation process tribal representative(s) will be directly involved in making recommendations regarding the significance of a tribal cultural resource which also could be a prehistoric archaeological site. A testing program may be recommended which requires reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). The archaeological testing program, if required shall include evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines. Results of the consultation process will determine the nature and extent of any additional archaeological evaluation or changes to the proposed project.

The results from the testing program shall be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. However, this process would not proceed until such time that the tribal consultation has been concluded and an agreement is reached (or not reached) regarding significance of the resource and appropriate mitigation measures are identified. When appropriate, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is

required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

Step 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. When tribal cultural resources are present and also cannot be avoided, appropriate and feasible mitigation will be determined through the tribal consultation process and incorporated into the overall data recovery program, where applicable or project specific mitigation measures incorporated into the project. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to distribution of a draft CEQA document and shall include the results of the tribal consultation process. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American tribal cultural resource or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. In the event that human remains are discovered during project grading, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 50987.98) and State Health and Safety Code (Section 7050.5), and in the federal, state, and local regulations described above shall be undertaken. These provisions will be outlined in the MMRP included in a subsequent project-specific environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

Step 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and tribal cultural resources containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

Step 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards, unless otherwise determined during the tribal consultation process. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial

related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 [Coto] and California Native American Graves Protection and Repatriation Act of 2001 [Health and Safety Code 8010-8011]) and federal (i.e., Native American Graves Protection and Repatriation Act [U.S.C. 3001-3013]) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation of all recovered artifacts must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance. When tribal cultural resources are present, or non-burial-related artifacts associated with tribal cultural resources area suspected to be recovered, the treatment and disposition of such resources will be determined during the tribal consultation process. This information must then be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, Title 36 of the Code of Federal Regulations, Part 79. Additional information regarding curation is provided in Section II of the Guidelines.

### **c. Mitigation Funding, Timing, and Responsibility**

Funding for the described mitigation related to religious and sacred resources would be provided on a project-specific basis by the associated property owners and/or developers. Mitigation Measure HIST 6.7-2 would be implemented prior to issuance of any permit for a future development project under the proposed Uptown CPU that could directly affect archaeological resources. Responsibility for mitigation monitoring, enforcement, and reporting related to archaeological resources would be with the City of San Diego.

## **IV. Paleontological Resources**

### **a. Impacts**

Because of high sensitivity for paleontological resources within the San Diego, Pomerado Conglomerate, and Mission Valley Formations, grading into these formations could potentially destroy fossil resources. Therefore, implementation of future discretionary and ministerial projects within the proposed Uptown CPU area within these formations has the potential to result in significant impacts to paleontological resources (Impacts 6.10-1 and 6.10-2).

### **b. Mitigation Framework**

In order to reduce the potential adverse impact to paleontological resources associated with discretionary projects (Impacts 6.10-1), the project would incorporate the mitigation measure identified in the General Plan PEIR addressing paleontological resource impacts.

The following measure would apply to any discretionary project that proposes subsurface disturbance within a high sensitivity formation. If no subsurface disturbance is planned, then paleontological resources would not be impacted and development of a project-specific paleontological monitoring and discovery treatment plan would not be necessary. The following mitigation measure would reduce impact 6.10-1 to less than significant.

**PALEO 6.10-1:** Prior to the approval of subsequent discretionary development projects implemented in accordance with the proposed Uptown CPU, the City shall determine the potential for impacts to paleontological resources within a high sensitivity formation based on review of the project application submitted, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

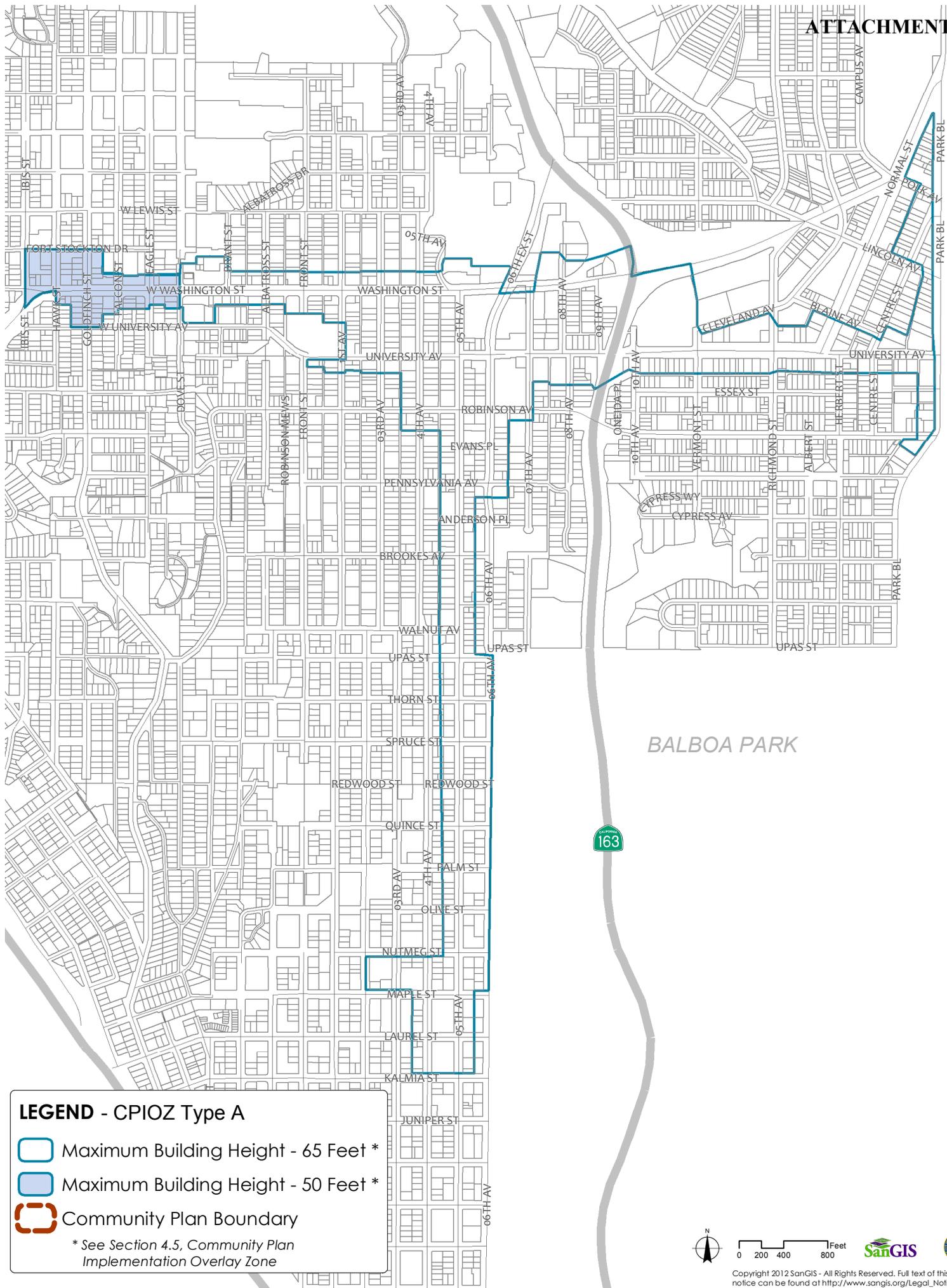
I. Prior to Project Approval

- A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:
  - Required over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resources potential geologic deposit/formation/rock unit.
  - Require over 2,000 cubic yards of excavation and/or 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
  - Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.
- B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.
  - Monitoring is always required when grading on a fossil recovery site or a known fossil location.
  - Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).

- Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.
- Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

**c. Mitigation Funding, Timing, and Responsibility**

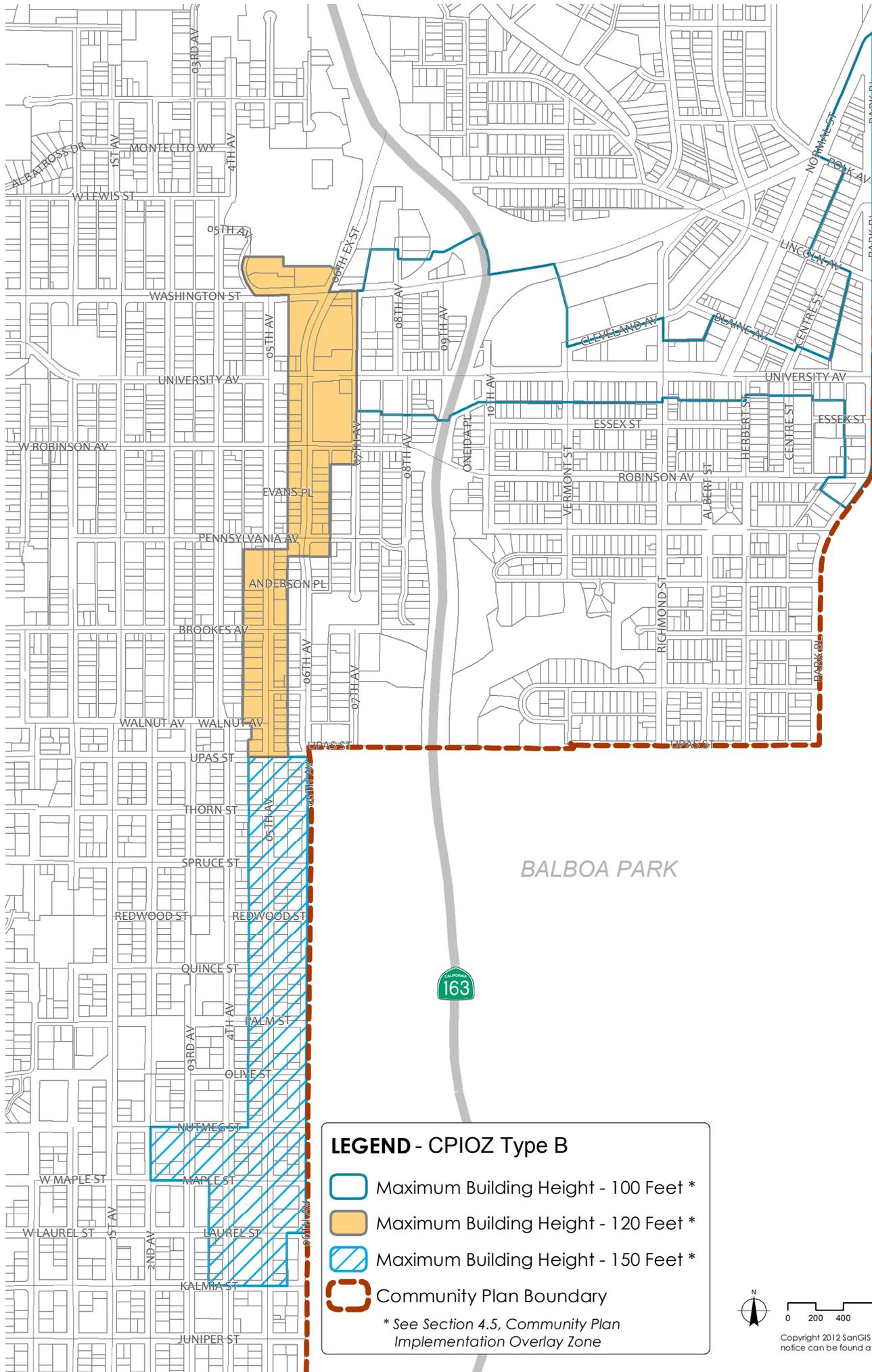
Funding for the described mitigation related to paleontological resources would be provided on a project-specific basis by the associated property owners and/or developers. As noted in Mitigation Measure PALEO 6.10-1, applicable elements of this measure would be implemented prior to issuance of any construction permits, during construction, and post-construction. Responsibility for mitigation monitoring, enforcement and reporting related to paleontological resources would be with the City of San Diego.



**LEGEND - CPIOZ Type A**

-  Maximum Building Height - 65 Feet \*
-  Maximum Building Height - 50 Feet \*
-  Community Plan Boundary

\* See Section 4.5, Community Plan Implementation Overlay Zone



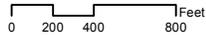
NORTH PARK

BALBOA PARK

**LEGEND - CPIOZ Type B**

-  Maximum Building Height - 100 Feet \*
-  Maximum Building Height - 120 Feet \*
-  Maximum Building Height - 150 Feet \*
-  Community Plan Boundary

\* See Section 4.5, Community Plan Implementation Overlay Zone



## CLIMATE ACTION PLAN CONFORMANCE EVALUATION FOR COMMUNITY PLAN UPDATES

The following Climate Action Plan (CAP) conformance questions relate to implementation actions identified in the CAP. These questions are to serve as a tool to help guide the CAP-related discussion and inform the community plan update process in conjunction with other quantifiable evaluation programs as well as an understanding of the local context of each community planning area. This information should be considered at the outset of the community plan update process and written analysis should be prepared demonstrating conformance with the following questions prior to presenting the plan to the public, the Planning Commission, and the City Council for approval.

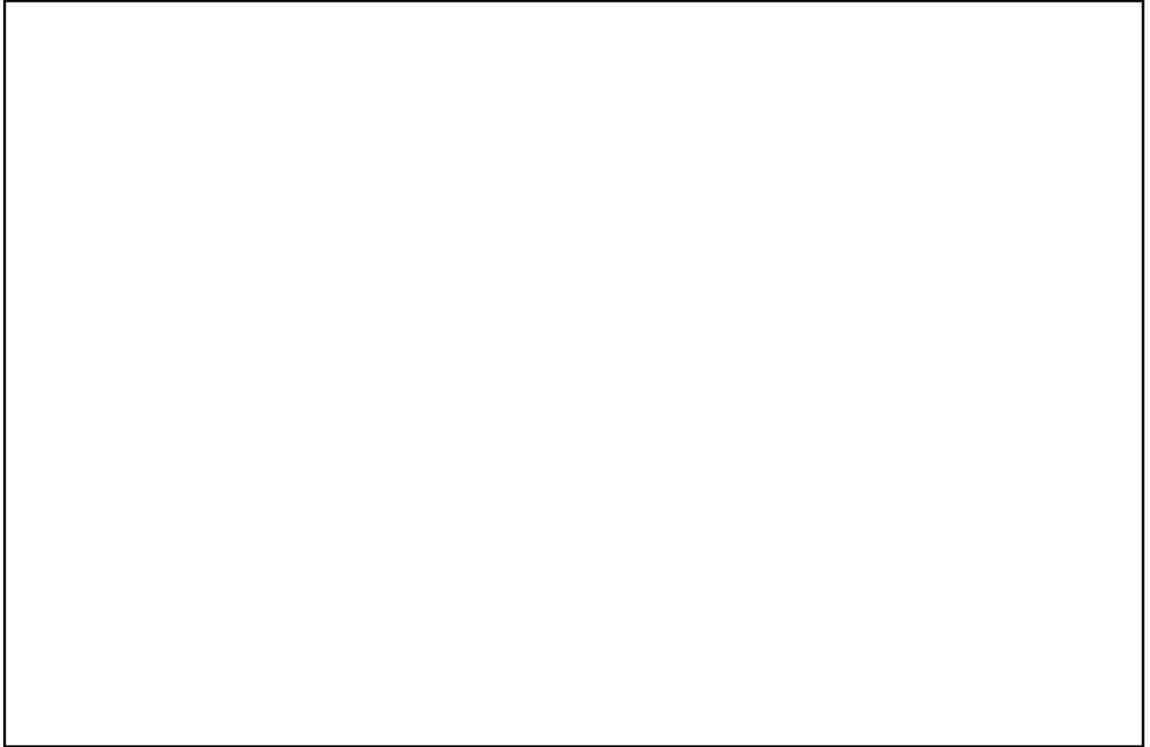
### COMMUNITY PLAN:

#### 1. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S CITY OF VILLAGES STRATEGY IN TRANSIT PRIORITY AREAS (TPAS) TO INCREASE THE CAPACITY FOR TRANSIT-SUPPORTIVE RESIDENTIAL AND/OR EMPLOYMENT DENSITIES? (STRATEGY 3)

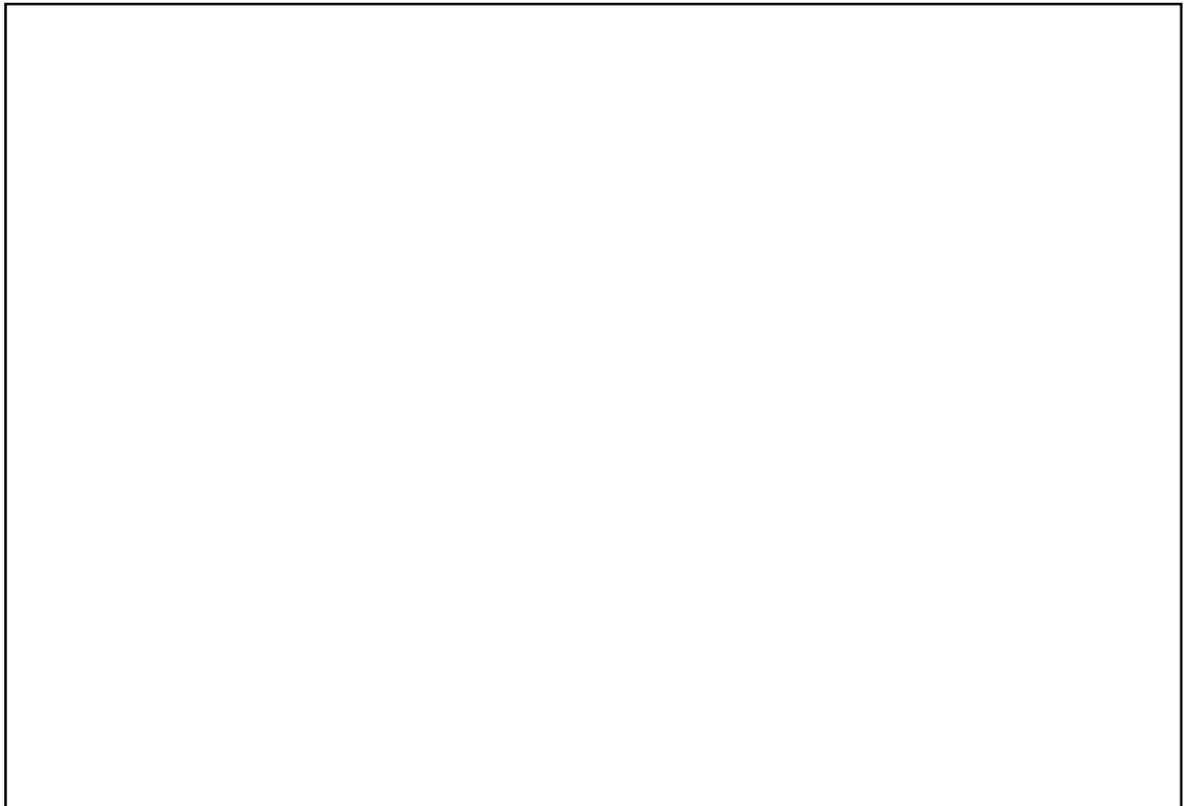
Considerations:

- Does the land use and zoning associated with the plan provide capacity for transit-supportive residential densities within TPAs?

- Is a majority of the additional residential density proposed within TPAs?



- Does the land use and zoning associated with the plan provide capacity for transit-supportive employment intensities within TPAs?



- Is there community-specific data to demonstrate that the proposed plan will lead to an increased number of jobs within TPAs?

- Does the plan identify sites suitable to accommodate mixed-use, village development, as defined in the General Plan, within identified TPAs?

- Does the plan include community-specific policies to facilitate the development of affordable housing within TPAs?

- Does the plan update process include accompanying implementation regulations to facilitate achievement of the plan's densities and intensities?

**2. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE GENERAL PLAN'S MOBILITY ELEMENT IN TRANSIT PRIORITY AREAS TO INCREASE THE USE OF TRANSIT? (STRATEGY 3)**

Considerations:

- Does the plan support identified transit routes and stops/stations?

- Does the plan identify transit priority measures, such as: exclusive transit lanes, transit ways, direct freeway HOV access ramps, transit signal priority, Safe Routes to Transit, and first mile/last mile initiatives?

- Does the plan circulation system address the potential for re-purposing of existing street right-of-way for multi-modal transportation?

**3. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT PEDESTRIAN IMPROVEMENTS IN TRANSIT PRIORITY AREAS TO INCREASE WALKING OPPORTUNITIES? (STRATEGY 3)**

Considerations:

- Does the plan's circulation system provide multiple and direct pedestrian connections and accessibility to local activity centers, such as transit stations, schools, shopping centers, and libraries?

- Does the plan's urban design element include design recommendations for walkability to promote pedestrian supportive design?

**4. DOES THE PROPOSED COMMUNITY PLAN IMPLEMENT THE CITY OF SAN DIEGO'S BICYCLE MASTER PLAN TO INCREASE BICYCLING OPPORTUNITIES? (STRATEGY 3)**

Considerations:

- Does the plan's circulation system identify bicycle improvements in consideration of the Bicycle Master Plan that include, but are not limited to: Class I bicycle path, Class II bicycle lanes with buffers, Class III bicycle routes, or Class IV protected bicycle facilities?

- Does the plan’s circulation system provide a balanced, multimodal, “complete streets” approach to accommodate mobility needs of all users?

**5. DOES THE PROPOSED COMMUNITY PLAN IDENTIFY IMPLEMENTATION MECHANISMS TO SUPPORT TRANSIT ORIENTED DEVELOPMENT? (STRATEGY 3)**

Considerations:

- Does the plan identify new or expanded urban public spaces such as plazas, pocket parks, or greenways in TPAs?

- Does the plan locate new public facilities that generate large numbers of person trips, such as libraries and recreational facilities in TPAs?

- Does the plan and associated Impact Fee Study include new transit-supportive infrastructure within TPAs and census tracts ranking in the top 30% of [CalEnviroScreen](#) scores? (Where Applicable)

- Do the zoning/implementing regulations associated with the plan support the efficient use of parking through mechanisms such as: shared parking, parking districts, unbundled parking, reduced parking, paid or time-limited parking, etc.?

- For increases in density/intensity outside of a TPA, does the plan include policies to reduce auto dependence at those locations?

**6. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC ADAPTATION AND RESOURCE CONSERVATION MEASURES? (STRATEGY 5)**

Considerations:

- Does the plan include a street tree master plan that provides at least three different species for the primary, secondary and accent trees in order to accommodate varying parkway widths?

- Does the plan include policies or strategies for preserving existing trees?

- Does the plan call for tree planting in villages, sidewalks, and other urban public spaces or include a strategy for contributing to the City's tree canopy goal?

- Does the plan include policies which address climate resiliency measures (sea-level rise, increased fire risk, flooding, urban heat island, or other locally specific impact of climate change)?

- 7. DOES THE PROPOSED COMMUNITY PLAN INCLUDE ANY COMMUNITY-SPECIFIC STRATEGIES TO SUPPORT CITYWIDE ENERGY, WATER, WASTE REDUCTION OR ANY OTHER CAP GOALS IN ADDITION TO THOSE DESCRIBED ABOVE? (STRATEGIES 1, 2,3,4, AND 5)**

## ***Estimating Community Plan Update Contributions Towards Climate Action Plan Goals White Paper Executive Summary***

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This is a summary of the supplemental analysis conducted by City staff, in coordination with SANDAG and City as-needed consultants, Kimley-Horn and RECON Environmental, Inc., to further analyze the changes in vehicle miles traveled (VMT) per population capita, commuter travel trip length, and mobility mode share as a result of all components associated with the Community Plan Update (CPU) for Uptown. This information has undergone additional analysis to further inform the public and decision makers on issues raised during hearings and workshops, as well as within comment letters received during public review of the Draft PEIR prepared for the CPU.

The following summarizes City staff's further analysis of the Vehicle Miles Traveled (VMT) data previously presented in the Draft PEIRs for each of the CPUs, and the attached Supplemental White Paper (Estimating Community Plan Update Contributions Towards Climate Action Plan Goals) prepared by Kimley-Horn.

### **VMT PER CAPITA**

The VMT data was prepared by RECON Environmental, Inc., as part of the Supplemental GHG Analysis prepared for the CPUs and presented in the Appendix to the Draft PEIR. The raw modeled data was derived from CalEEMod as part of the GHG analysis, and was presented in the technical study as an annual aggregated VMT for each of the community plan areas.

City Traffic Engineers have conducted post-processing to develop a daily, per capita VMT to better present the results of the VMT analysis, providing a comparative analysis of the population, VMT (annual aggregate per community), and the daily VMT per capita for the existing condition and the proposed project (Proposed CPU).

The findings from this further analysis revealed that the Proposed CPU will result in a *decrease* in VMT. This decrease in VMT provides a proxy or compatible metric for GHG emissions, to illustrate that the Proposed CPU will reduce emissions produced by people in daily activities.

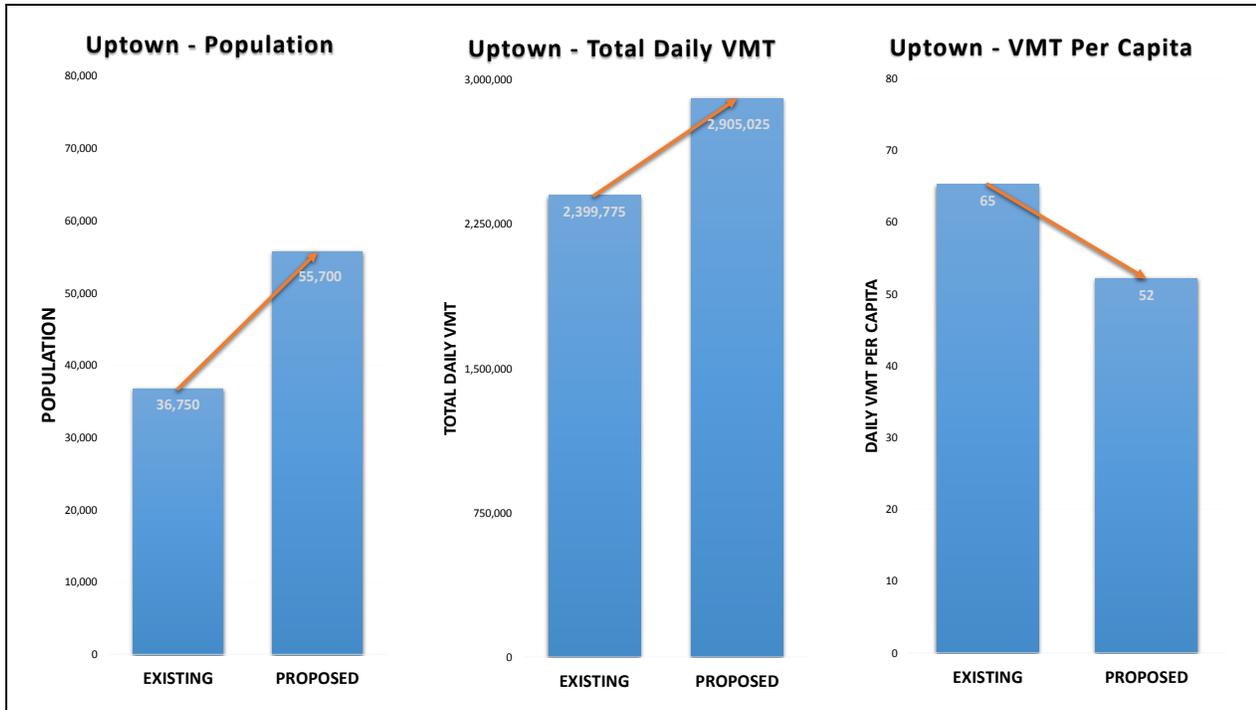
One of the primary functions of the Proposed CPU is to address how and where future growth will occur in the community. As reflected in Figure 1, the data shows that population and VMT (annual aggregate) both increase (trend upward). With the additional population growth in the Proposed CPU, the collective VMT increases, but that increase is *community-wide*.

Where the residents live and/or work within the community has a significant impact on regional travel patterns associated with the individual. To properly account for a person's vehicular use, you must convert the VMT from a community-wide aggregate to a per capita numeric.

The data below shows that the daily VMT per capita *decreases*. This inverse of results of the daily VMT per capita occurs despite the increase in population growth and new planned densities in the Proposed CPU. The reason for the result is because the Proposed CPU focuses the anticipated

growth and new densities within Transit Priority Areas, or TPAs, where the existing and proposed transit options and bike and pedestrian amenities can be realized by the new residents and employment options.

**Figure 1: Uptown VMT Analysis Results within TPAs**



**TRAVEL TRIP LENGTH**

The CAP identified a Citywide target of 23 miles (round trip) by year 2035. The results of the data shows that roundtrip commute trip length within the Proposed CPU are below the Citywide goals for commuters in the CAP, as reflected below.

**Table 1: Uptown Roundtrip Commuter Trip Length Analysis Results within TPAs**

Commute Mode	CPU 2035 Trip Length	2035 Citywide CAP Goal
Roundtrip Commute Trip Length	21.4 miles	23 miles*

\*Source: City of San Diego Climate Action Plan, Dec 2015

**MODE SHARE**

The combination of utilization of automobiles, transit, bicycle, and walking, total the mode share as presented in the CAP and analyzed in the Supplemental Analysis. The CAP documents a series of strategies and establishes goals for the City of San Diego to reduce its greenhouse gas (GHG) emissions citywide; however, it does not specifically state that each community must reach the goals.

Rather, the CAP reductions are Citywide reductions, and due to the nature of community planning, are not always appropriate to be distributed equally amongst each community. For example, each community has unique physical characteristics (e.g., topography, freeway barriers) that influence feasibility to achieve high bicycle ridership. While one community may be constrained with respect to bicycle mode share, it may provide additional opportunities for transit or pedestrian mode shares, for example.

The CAP recognizes that reductions can be achieved in multiple ways and that flexibility in implementation is necessary. The following analysis report focuses on Year 2035 Community Plan mode share within Transit Priority Areas (TPA) and how they align with significant progress toward Citywide CAP goals. The tables below show the result of the analysis.

**Table 2** provides a comparison of the existing, Citywide Climate Action Plan (CAP) goals, and 2035 mode share after implementation of the proposed community plan.

**Table 2: Uptown Mode Share Analysis Results within TPAs**

Commute Mode	Existing	CPU 2035 Mode Share CPU	2035 Citywide CAP Goal
Auto	86.4%	58.4%	50%
Transit	4.5%	21.3%	25%
Walk	6.0%	8.7%	7%
Bike	3.1%	11.6%	18%

\*Source: City of San Diego Climate Action Plan, Dec 2015

The Uptown Community sees a dramatic increase in transit ridership due to heavy investment in the transit system and increased accessibility to areas with high job densities, which allow greater impact from work-based commute trip reduction programs. The resulting transit mode share more than quadruples compared to the existing mode share. The walk mode share increases by 45 percent from existing, while the bike mode share is expected to triple.

While the Proposed CPU 2035 Mode Share currently shows an automobile share that exceeds the 2035 Citywide CAP goal, this analysis does not account for other programs and policies that would be implemented throughout the life of the community plans, such as additional bicycle and

pedestrian improvements whenever street resurfacing occurs, as feasible; highest priority bicycle and pedestrian improvements that align with “Vision Zero”; regional improvements that promote alternative modes of transportation, such as mobility hubs; promotion of bicycle and car sharing programs; the CAP consistency checklist for new development; and, improvements to enhance transit operations and accessibility.

To help clarify this important point, additional policies have been added to the chapters addressing sustainability and conservation in the Uptown Community plan to support CAP implementation, as reflected below.

POLICY: Continue to monitor the mode share within TPAs within the community in support of the CAP Annual Monitoring Report Program.

POLICY: Continue to implement General Plan policies related to climate change and support implementation of the CAP through a wide range of actions including:

- Providing additional bicycle and pedestrian improvements in coordination with street resurfacing as feasible,
- Coordinating with regional transit planners to identify transit right-of-way and priority measures to support existing and planned transit routes, Prioritizing for implementation the highest priority bicycle and pedestrian improvements that align with “Vision Zero,”
- Supporting regional improvements that promote alternative modes of transportation, such as mobility hubs,
- Promoting bicycle and car sharing programs,
- Applying the CAP consistency checklist as a part of the development permit review process, as applicable, and
- Supporting and implementing improvements to enhance transit accessibility and operations, as feasible.

These policies also support continued monitoring of the mode share within the TPAs, within the communities, in support of the CAP Annual Monitoring Report Program. The data provided in the tables above provides a platform upon which the City can continue its efforts to realize the mode share to achieve the Citywide GHG reductions set forth in the CAP.

Attachment: *Estimating Community Plan Update Contributions Towards Climate Action Plan Goals White Paper*

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# *Estimating Community Plan Update Contributions towards Climate Action Plan Goals (Uptown)*

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*White Paper*

*Prepared for:*

City of San Diego

*Prepared by:*

**Kimley»»Horn**

*401 B Street  
Suite 600  
San Diego, CA 92101*

September 20, 2016

## Introduction

The *City of San Diego Climate Action Plan (CAP)*, adopted December 2015, documents a series of strategies for the City of San Diego to reduce its Green House Gas (GHG) emissions. Each strategy contains goals for Target Years 2020 and 2035.

This document and methodology described below will focus on Strategy 3 in the CAP (increasing bicycling, walking and transit) and how community plans, prepared by the City of San Diego Planning Department, will align with the stated goals for mode share and commute trip length. The CAP stated goals for mode share and commute trip length are as follows;

- Target 3.1: Mass Transit Mode Share – increase peak period commute mode share to 12% by 2020 and 25% by 2035 in 2035 Transit Priority Areas (TPAs);
- Target 3.2: Walking Mode Share – increase peak period commute mode share to 4% by 2020 and 7% by 2035 in the 2035 TPAs;
- Target 3.3: Bicycling Mode Share – increase peak period commute mode share to 6% by 2020 and 18% by 2035 in the 2035 TPAs;
- Target 3.6: Reduce average vehicle commute distance by 2 miles by 2035.

The CAP establishes goals citywide, and does not specifically state that each community must reach the goals. This methodology, detailed in this document, will demonstrate how changes resulting from the Land Use and Mobility Element within community plans will be analyzed to determine if the community plan updates (CPU) are aligned with the citywide CAP goals. This analysis report focuses on Year 2035 Community Plan mode share and how they align with the citywide CAP goals.

## A – Literature and Software Review

To develop a methodology for the forecasting of future mode share, a review of reports, research publications, previously submitted studies and existing software was completed to evaluate the complexity and applicability of the inputs, processes and outputs from each method. A list of the literature and software sources are cited below.

- *NCHRP Report 552: Guidelines for Analysis of Investments in Bicycle Facilities* – National Cooperative Highway Research Program, 2006
- *Trip Generation Handbook, 3<sup>rd</sup> Edition* – Institute of Transportation Engineers, 2014
- *Quantifying Greenhouse Gas Mitigation Measures* – California Air Pollution Control Officers Association (CAPCOA), 2010
- *SB743 Sketch Planning Tool* – San Diego Association of Governments
- *MXD Spreadsheet* – San Diego Association of Governments
- *CarbonFIT Software* – Parson Brinkerhoff
- *GreenScore Software* – PlaceWorks
- *GreenTrip Software* – TransForm
- *Moving Cooler* – Urban Land Institute, 2009

NCHRP Report 552 provides a method for determining changes in bicycle mode share for commute trips based on new facilities in a community. The methodology appears to be sensitive to various types of bicycle facilities ranging from Class I to Class III, and changes in density adjacent bicycle facilities. Data

needs include existing and planned bicycle facilities, percent of adult population that bicycle in a day and population of adults.

ITE Trip Generation Handbook, 3<sup>rd</sup> Edition outlines a method for estimating person trips for mixed-use developments, urban infill and transit friendly development projects. The method uses land uses found in regional models to estimate person trips. Additional case studies on urban infill and transit oriented development projects provide case studies to validate results.

SB 743 Sketch Planning Tool developed by SANDAG is based on an interactive map published by SANDAG which provides the VMT per Capita and the population of neighborhoods. This data can be used in a simple tool to see where existing VMT is below the regional average VMT. Using this method, areas where future development can lead to reductions in regional average VMT can quickly be identified without the need for additional data collection. This, however does not calculate mode share.

The MXD Spreadsheet tool which was developed for SANDAG by a consultant provides a tool to estimate the internal capture rate of a site. Based on ITE rates, this methodology is useful for understanding the internal capture rates around a transit station or mixed-use development. The ability to scale this methodology across a large community or area has not been studied or proven valid.

CAPCOA provides a method for quantifying the reduction in VMT (up to a max reduction of 75%) based on the location (urban, compact infill, suburban etc.), housing and employment density, transit accessibility among other factors. It provides simple methodologies with case studies and supporting documentation for VMT reduction values. Data inputs include densities of housing and jobs, distances to downtown or major employment centers, and distance to transit.

The Urban Land Institutes' July 2009 report titled *Moving Cooler: An Analysis of Transportation Strategies for Reducing Greenhouse Gas Emission* provides a methodology to quantify changes in the bicycle mode share resulting from changes in the bicycle network. The methodology requires an understanding of existing and planned bicycle improvements, and existing bicycle commute statistics.

Software packages were also reviewed for their ability to estimate future mode share and VMT reductions. These included the following packages; CarbonFit, GreenScore and GreenTrip. CarbonFit is a CommunityViz based model for estimating Green House Gas emission reduction based on population and employment densities. GreenScore provides methods for estimating impacts on VMT from pedestrian connections among other factors. GreenTrip provides a way to estimate impacts of land use and parking around trolley lines. These three software packages are all considered proprietary, require extensive upfront modelling and data collection, and don't provide a clear methodology that can be verified at this time.

Table 1 contains a summary sheet of the different literature and software methods reviewed for this study.

**Table 1: Summary Matrix of Mode Share Forecasting Methodologies**

Model/Method	Source/Basis	Data Input	Outputs/ Results	Comments
Sketch planning method for estimating bicycle users	NCHRP Report 522: Guidelines for Analysis of Investments in Bicycle Facilities.	Uses NHTS journey to work data to calculate $A_{high} = 0.5\% + 3(C)$ $A_{moderate} = 0.3\% + 1.5(C)$ $A_{low} = C$ Where A = % of adult population that bicycles in a day, and C = Bicycle commute share (from Census data) Adult Population	Bicycle Commute Trip Percentage Commute Trips	This method appears to have merit in determining the changes in bicycle mode share based upon new facilities in a community and adding density near bicycle facilities. The required data is not extensive.
Urban Infill and Transit Trip Rates	ITE Trip Generation Handbook, 3 <sup>rd</sup> Edition/	Land Use	Person Trips	Outlines a method for estimating person trips for mixed-use developments, urban infill, and transit friendly development projects. Potentially useful for validating mode split results based on model inputs. Case Studies on Infill and Transit Oriented Development Sites
SB 743 Sketch Planning Tool	SANDAG – using regional model	Model Inputs VMT per Capita Population	VMT Identifies existing low VMT areas	Provides a simple tool to see where existing VMT is below regional averages, suggesting areas where further development can lead to reductions in the regional average VMT.
MXD Spreadsheet	Developed for SANDAG by consultant  ITE Trip Generation Manual	Land Use	Internal Trip Capture Rate Allows reduction in trips due to internal trips within a single site	Tool which provides a site specific internal capture based on ITE rates. Internal capture could be presumed to be walking trips.  Potential uses include specific locations such as a transit station, or mixed use development site, though applications across a large community are limited.
CAPCOA Transportation	California Air Pollution Control Officers Association/	Density (Need TAZ or Census Tract Acreage) Housing and Employment Densities Distances to Downtown/Employment Centers Distances to Transit	Percent reduction in VMT	Methodology for estimating VMT reductions based on location, housing and employment densities, transit access and other factors used in regional modelling.  Potential reductions in VMT of 75% in urban locations.
CarbonFit	Parson Brinkerhoff	Population Density Employment Density Job/Housing Mix Travel Demand Management Strategies.	Unknown, review of software unavailable as a proprietary software.	CommunityViz based scenario analysis tool for analyzing Green House Gas emissions.
GreenScore	PlaceWorks			Potential tool for estimating impacts on VMT based on walkability and other transportation factors.  Developed by Placeworks as a proprietary model. Model inputs and outputs are unknown. Results can't be verified or checked
GreenTrip	TransForm			Community based planning tool which helps understand impacts of land use and city parking codes on mode choice. GreenTrip's San Diego model is based solely on the Trolley lines. Model inputs and outputs are unknown. Results can't be verified or checked
Moving Cooler	Urban Land Institute	Existing and Future Bicycle Facilities Densities (Class I, II, IV) Existing Bicycle Mode Share. Where, Future Bicycle Mode Share=Existing Mode Share*((Existing Mode Share + Change in Density of Bicycle Facilities)/Existing Mode Share)	Future Bicycle Mode Share	This fits well for a community wide analysis as the network density can be calculated through GIS data published by SANGIS.

## Literature Review Conclusion

Based on the review of the methodologies for forecasting future mode share, there is no single method which accurately estimates the share of trips taken by bicycling, walking and transit. A combination of multiple methodologies will need to be tested to develop the future mode share for these three alternative modes of transportation.

The recommended methodology for forecasting bicycle mode share is the method presented in the Moving Cooler Report. With an understanding of the existing and future bicycle networks, bicycle facility densities can be calculated (miles of bicycle facilities per square mile). This method accounts for Class I, Class II and Class IV bike facilities traversing areas with qualifying urban densities. According to the study, each additional mile of bicycle facility per square mile accounts for a 1% increase in bicycle commuting.

The simplest and most comprehensive method of understanding reductions in VMT is presented in the CAPCOA methodology. VMT reduction calculations require data with regards to density of housing and employment, and geographic variables such as distance between employment and housing centers.

We recommend applying these methodologies in combination with the travel forecast model results to determine how community plan updates align with the specific citywide CAP Goals regarding mode share and commute trip length reductions.

## B – Methodology

Three methods were used in the estimation of future mode share, and commute vehicle miles travelled for the Uptown Community Plan updates (CPU). The three methods are presented below, along with preferred data collection methods, and alternative sources of data used where further data collection was not available. Sample calculations and a preview of the spreadsheet used in the analysis can be found in Appendix A.

### TRAVEL FORECAST MODEL

For the purposes of this study, the following information was pulled from the Series 12 Calibrated Model for Uptown used for the community plan updates. Since citywide Climate Action Plan (CAP) goals related to mode share were aimed at Transit Priority Areas citywide, model runs were completed for Transit Priority Areas (TPAs) that fall within each community. The following results from the travel forecast models were used to establish the future year conditions for average trip length (miles) and mode share during the peak period:

- Auto Home-to-Work based trips
- Transit Home-to-Work based trips
- Walk Home-to-Work based trips
- Bicycle Home-to-Work based trips

Using the travel forecast model as a starting point for projecting future conditions, the methodologies outlined below were applied to more accurately forecast changes in mode share and commute trip length.

### CAPCOA QUANTIFYING GREENHOUSE GAS MITIGATION MEASURES, 2010

CAPCOA *Quantifying Greenhouse Gas Mitigation Measures* (2010) provides a methodology for estimating VMT reductions resulting from land uses, policy changes and other factors. Details on the CAPCOA metrics used in the study are provided below, while Table 4 summarizes the metrics reviewed for the study.

#### CAPCOA LUT-1: Population and Employment Densities

Description:

Reductions in VMT based on changes in population or job densities across a community.

Data Needed:

- Housing Density (housing units per acre)
- Job Density (jobs per acre)

Method:

1) Calculate housing or job density equivalent.

a. If housing:  $A = (\text{Density} - 7.6) / 7.6$

b. If jobs:  $A = (\text{Density} - 20) / 20$

2) Calculate VMT Reduction

a.  $\%VMT \text{ reduction} = 0.07 * A$

(Max Reduction = 30%)

Data Source:

- Series 13 model\*
  - Housing density
  - Job Density

\* Series 13 Forecast model used to calculate housing and job densities due to data availability. Future studies are recommended to use calibrated models for community plan updates

### CAPCOA SDT-1: Pedestrian Facility Enhancements

Description:

Reductions in VMT based on pedestrian enhancements which provide connectivity and access. Higher reductions for urban locations than rural locations.

Data Needed:

- Sidewalk Network

Method:

Based on a review of community location, existing and planned connections within the community, and to the external network, a VMT reduction is selected from Table 2.

Table 2: CAPCOA SDT-1 Categories

VMT Reduction	Extent of Pedestrian Accommodations	Context
2%	Connections within study area and to external network	Urban/ Suburban
1%	Connections within study area, no external connections	Urban/ Suburban
<1%	Connections within study area and to external network	Rural

Data Source:

- Community Plan

### CAPCOA TRT-1: Voluntary Commute Trip Reduction Programs

Description:

Reduction in VMT based on participation in a voluntary Commute Trip Reduction Program which can include the following features:

- Carpooling encouragement
- Ride-matching assistance
- Preferential carpool parking
- Flexible Work Schedules
- Vanpool assistance
- Bicycle end-trip facilities (parking, showers)
- Parking cash-out or Priced parking
- Transit Subsidies

Data Needed:

- Study Area Location (low density suburb, suburban center, urban)
- Percent of eligible employees

Method:

% VMT Reduction = A \*B

Where:

A= % reduction in commute VMT based on Table 3

B= % of Eligible Employees

Table 3: CAPCOA TRT-1 Categories

VMT Max Reduction	Context
5.2%	Low Density Suburban
5.4%	Suburban Center
6.2%	Urban

Data Source:

- Series 13 model (Preferred)
  - Workers in areas
  - Population
- Census Data (Alternative)
  - Residents
  - Employment

### CAPCOA TRT-9: Car Share Program

Description:

Reduction in VMT based on the implementation of a car-share program. These car-share programs can be either transit station, residential-, or citywide-based.

Data Needed:

- Urban or Suburban Context
- Number of Car-share vehicles

Method:

Assigned maximum reduction allowed (0.7% VMT Reduction)

Table 4: Summary of CAPCOA Measures Considered for Use in Evaluation

Measure		Used in this Analysis	Considered in Forecast Model	Apply Method at Project Level	Not Used
Land Use/ Location	Density	A			
	Design			P	
	Location Efficiency		M		
	Diversity			P	
	Destination Efficiency		M		
	Transit Accessibility			P	
	BMR Housing			P	
Neighborhood/ Site Design	Pedestrian Network	A			
	Traffic Calming			P	
	NEV Network				X
	Car Sharing	A			
	Bicycle Network				X <sup>1</sup>
Parking Policy/Pricing	Parking Supply Limits			P	
	Unbundle Parking			P	
	On-Street Market Pricing			P	
	Residential Parking Permits	A			
Transit System Improvements			M		
Commute Trip Reductions	Voluntary TDM Program	A			
	Mandatory TDM Program			P	
	Transit Fare Subsidy			P	
	Employee Parking Cash Out			P	
	Workplace Parking Pricing			P	
	Alt Work Sched/Telecommuting	A			
	TDM Marketing			P	
	Employer Sponsored Shuttles/Vans			P	
Road Pricing Management					X

Notes: A = Measure was used in the analysis;

M = Measure is addressed through the travel forecast model;

P = Measure is more appropriately addressed at Development Review Stage

X = Measure was not used

<sup>1</sup> = Used method from Moving Cooler Study instead

## MOVING COOLER STUDY: URBAN LAND INSTITUTE, 2009

### Description:

Method for estimating future bicycle mode share that results from increased bicycle lane densities.

Note: Only length of Class I, Class II, and Class IV bike facilities are calculated

### Data Needed:

- Existing Bike Mode Share
- Existing & Planned Bike Network Density

### Method:

- 1) Calculate Existing and Planned Bike Network Density.
- 2)  $\text{Planned Bike Network Density} - \text{Existing Bike Network Density} = \text{Bike Network Density Change}$ 
  - a. 1-to-1 relationship between Bike Network Density Change and Mode Share Change
- 3)  $\text{Existing Bike Mode Share} + \text{Mode Share Change} = \text{Future Mode Share}$

### Data Source:

- Community Plan Updates
  - Bike Network (GIS Files)

## C –Analysis Results

The analysis results from applying the methodology presented in Section B depict the effect of applying multimodal mobility strategies on commute patterns for the different land use scenarios in the community plan updates (CPU). The results may provide insight to potential future mode shares associated with community plan updates. The table below provide a summary of the results of this analysis for Uptown. The following sections provide a breakdown of each communities existing and future mode share. Appendix B contains graphic demonstrations of the results.

### Uptown Community

Table 5 provides a comparison of the existing, citywide Climate Action Plan (CAP) goals, and 2035 mode share after implementation of the proposed community plan.

Table 5: Uptown Mode Share Analysis Results within TPAs

Commute Mode	Existing	CPU 2035 Mode Share CPU	2035 Citywide CAP Goal
Auto	86.4%	58.4%	50%
Transit	4.5%	21.3%	25%
Walk	6.0%	8.7%	7%
Bike	3.1%	11.6%	18%
Roundtrip Commute Trip Length	25 miles*	21.4 miles**	23 miles*

\*Source: City of San Diego Climate Action Plan, Dec 2015

The Uptown Community sees a dramatic shift in transit ridership due to heavy investment in transit ridership, and densities of jobs which allow greater impact from work-based commute trip reduction programs. This resulting transit mode share more than quadruple compared to the existing mode share. The walk mode share will increase over 2 percent from existing, while the bike mode share is expected to triple.

### Additional Strategies Contributing to Mode Shift Goals and Reduced Commute Trip Lengths

Additional programs, bike and pedestrian facilities, or strategies implemented at the project level may be conducive to achieving further reductions in passenger vehicle trips than what is presented herein. Some strategies are more focused on individual development sites and cannot be quantified on a community wide basis. These additional strategies, which will help further the progress towards meeting citywide CAP goals and are consistent with the community plan include:

- Site design to orient uses toward sidewalks and transit facilities
- Mixed-uses developments that capture internal walk trips
- Improvements to enhance transit accessibility
- Traffic calming to improve the experience for pedestrians and bicyclists
- Bike Share programs
- Project-level amenities consistent with the CAP Checklist
- Bicycle Facilities above and beyond those called for in the community plans
- Improvements associated with Vision Zero goals

It is also important to remember that mobility infrastructure and commuting patterns extend beyond community and city boundaries, so any community-specific projection relies upon assumptions pertaining to the larger regional mobility network. Quantitative precision in achieving reductions in passenger vehicle trips is an exercise that is most appropriately addressed on a citywide level during the annual monitoring of the CAP as a whole.

## Appendix A: Sample Calculations

# FUTURE MODE SHARE WITH IMPLEMENTATION OF COMMUNITY PLANS

Community	Existing Mode Share				Existing		Capcoa VMT Trip Reductions (in %)					Moving Cooler	Home to Work Trips in Peak Period from 2035 Model with Proposed CP								LUT-1		SDT-1 Changes		TRT-9 Changes		Commuter Trip Reduction - Changes		Moving Cooler Changes		Mode Share					
	Car	Transit	Walk	Bicycle	VMT/ Capita	% of Region Avg.	LUT-1 Employment and Population Density	SDT-1 Walking Amenities	TRT-9 Car Share Program	TRT-1 Commute Trip Reduction (voluntary)	Total	Bicycle Network Density	Car	Transit	Walk	Walk Trips within TAZs	Walk Total	Bicycle	Total	Total with adjusted Walk	Car	Transit	Walk	Bicycle	Car	Walk	Car	Transit	Car	Transit	Car	Bike	Car	Transit	Walk	Bicycle
Uptown	86.4%	4.5%	6.0%	3.1%	15.5	76.2%	-3.9%	-2.0%	-0.7%	-3.6%	-10.2%	10.6%	16825	3835	750	654	1404	396	21806	22460	-656	219	219	219	-337	337	-118	118	-606	606	-1992	1992	58.4%	21.3%	8.7%	11.6%

Note: Future Home to Work Trips received from SANDAG Series 12 Community Forecast Models (Data Source 3)

## Calculation Methods & Examples

### Step 1 Existing Mode Share and VMT per Capita

Note: Existing Mode Share received from National Household Travel Survey based on 2014 Census data (Data Source 1)

Note: Existing VMT per Capita received from SANDAG SB743 Model (Data Source 2)

### Step 2 CAPCOA LUT-1 VMT Reductions

SANDAG Regional Growth Forecast for Residential and Job Density

Ex. VMT Reduction for following densities;

- Residential Density:  $\frac{Density - 7.6}{7.6} \times .07$
- Employment Density:  $\frac{Density - 20}{20} \times .07$

Percent VMT reduction taken as difference between Existing and Future % VMT reductions.

### Step 3 CAPCOA SDT-1 VMT Reductions

Select a VMT reduction based on location and pedestrian facilities available

VMT Reduction	Extent of Pedestrian Accommodations	Context
2%	Connections within study area and to external network	Urban/Suburban
1%	Connections within study area, no external connections	Urban/Suburban
<1%	Connections within study area and to external network	Rural

### Step 4 CAPCOA TRT-1 VMT Reductions

- From SANDAG Regional Growth Forecast find residents and jobs in each community.
- Assuming 50% of population are eligible working employees, a ratio of community employment to working population was found.
- The ratio was multiplied by the maximum VMT reduction available for a voluntary Commute Trip Reduction program to find the estimated VMT reduction in each community.

Note: Reductions based on CAPCOA Transportation VMT Reduction Guidelines (Data Source 4)

Note: Based on Urban Land Institute Moving Cooler Report (Data Source 5)

### Step 5 Moving Cooler Bike Mode Share

Existing Bike Network Density:  $\frac{\text{Existing Miles of Bike Lanes (Class I, Class II, Class IV)}}{\text{Square Miles of Area}}$

Planned Bike Network Density:  $\frac{\text{Existing + Planned Miles of Bike Lanes (Class I, Class II, Class IV)}}{\text{Square Miles of Area}}$

Percent Change\*:  $\text{Planned Bike Network Density} - \text{Existing Bike Network Density}$

\*A 1:1 ratio between Bike Network Density and Mode Share is assumed (Moving Cooler)

Final Bike Mode Share:  $\text{Existing Bicycle Mode Share} + \text{Percent Change}$

### Step 6 Calculate Auto Trips removed by Steps 2-5

Auto Trips from model x % Reduction = Auto Trips Removed

### Step 7 Calculate Moving Cooler Changes

Bike:  $\text{Moving Cooler} \times (\text{Peak Period H to W Trips} - \text{Peak Period H to W Bicycle Trips})$   
Bike Mode Share

Car:  
- (Bike Moving Cooler Changes Calculation)

### Step 8 Calculate Future Mode Share

Future Mode Share =  $\frac{\text{Adjusted Trips by Mode}}{\text{Total Adjusted Trips}}$

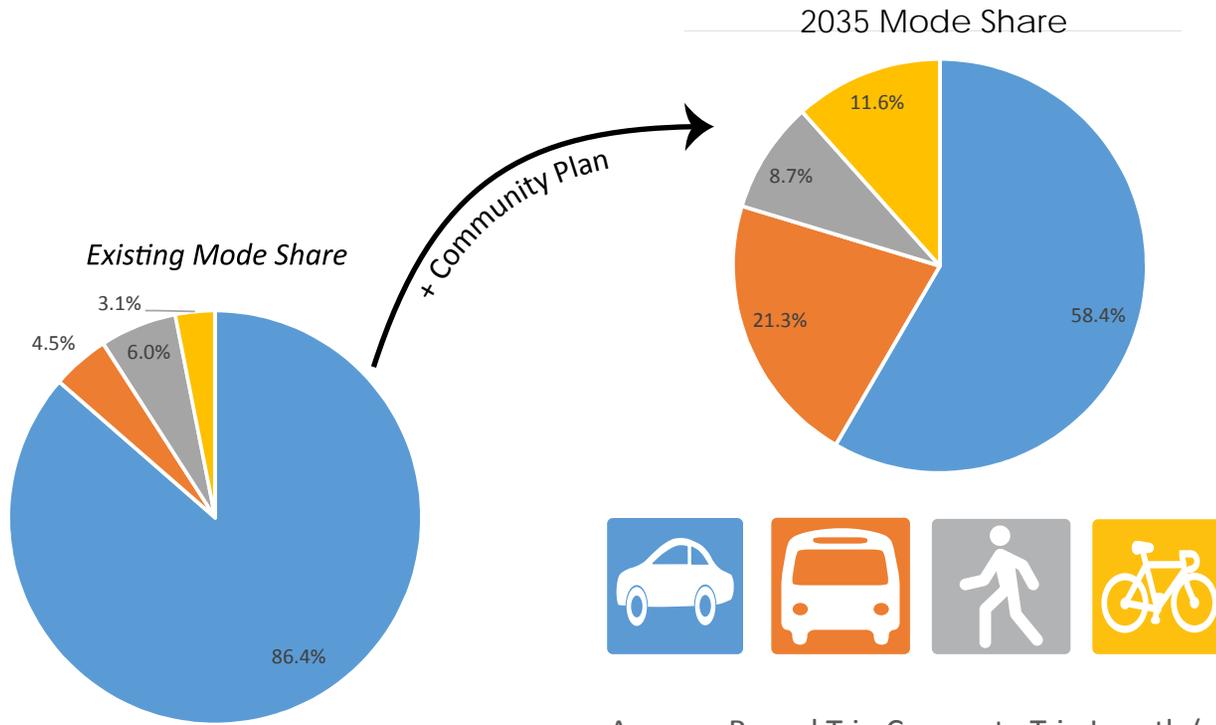
### Data Sources:

- National Household Travel Survey (Census 2014)
- SANDAG SB743 Sketch Plot Model
- SANDAG Series 12 Community Model
- CAPCOA Transportation VMT Reductions
- Urban Land Institute Moving Cooler Report

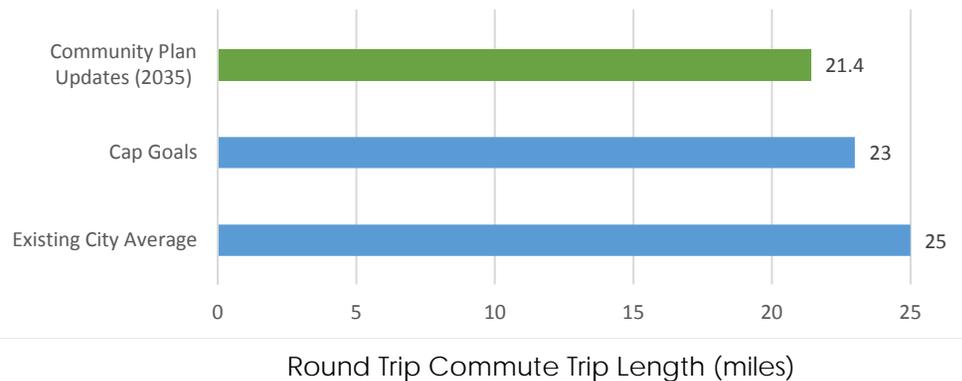
## Appendix B: Summary Graphs

# Uptown Community

## Performance Towards Meeting Climate Action Plan Goals



Average Round Trip Commute Trip Length (miles)



### CAP Mode Share Goals

- Car Mode Share - 50%
- Transit Mode Share - 25%
- Walk Mode Share - 7%
- Bike Mode Share - 18%

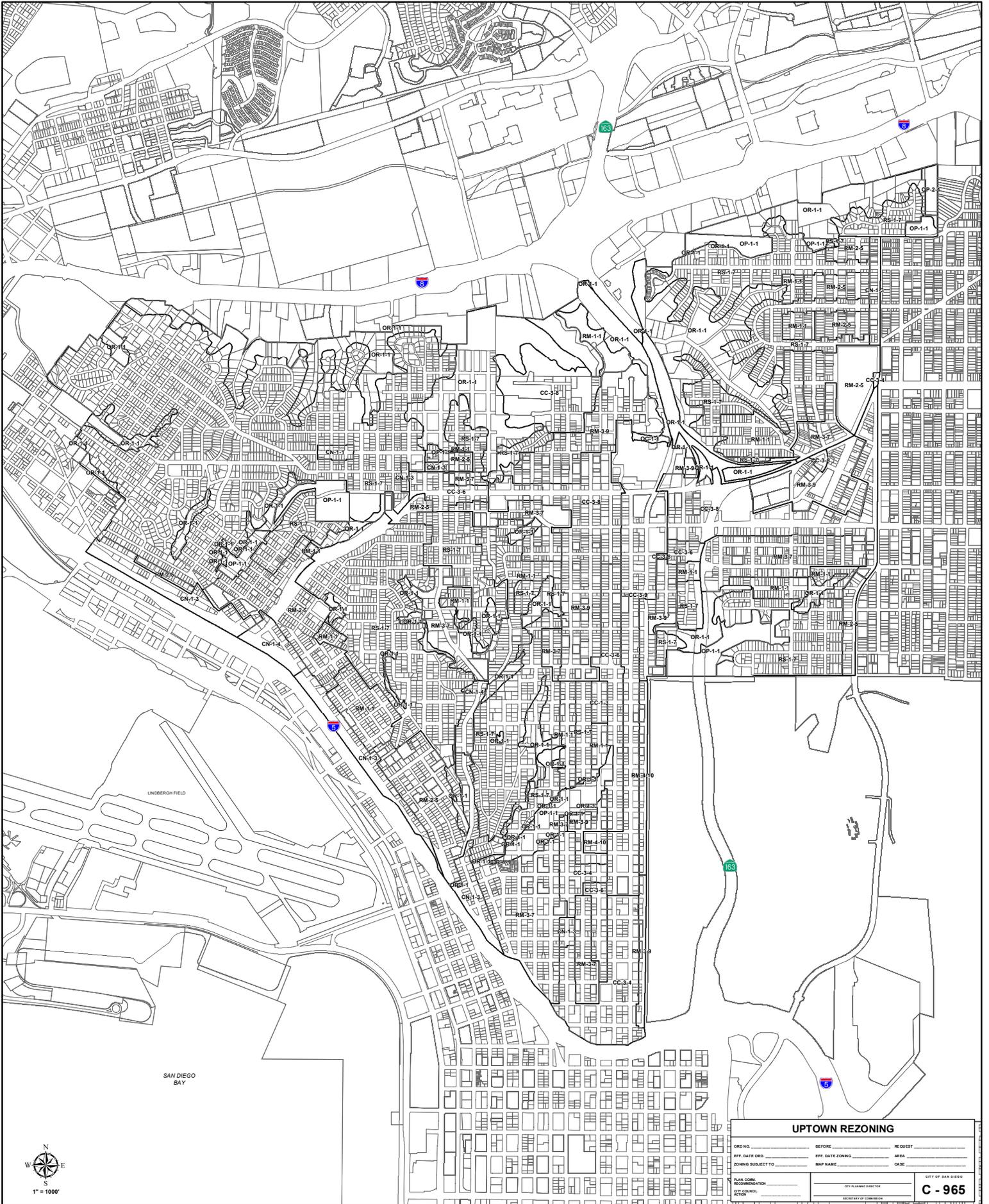
\*Mode Share reflects peak period commute trips within Transit Priority Area (TPA)

# **ATTACHMENT 10**

## **Draft Uptown Impact Fee Study**

*Under separate cover:*

<https://www.sandiego.gov/facilitiesfinancing/plans>



SAN DIEGO BAY

**UPTOWN REZONING**

ORD NO.	BEFORE	REQUEST
EFF. DATE ORD.	EFF. DATE ZONING	AREA
ZONING SUBJECT TO	MAP NAME	CASE
PLAN COMM. RECOMMENDATION	CITY PLANNING DIRECTOR	CITY OF SAN DIEGO
REV. COUNCIL ACTION	SECRETARY OF COMMISSION	<b>C - 965</b>

## HISTORIC DISTRICT PROCESSING PRIORITIZATION FACTORS

In determining how to process the 35 potential historic districts identified within the Uptown, North Park and Golden Hill planning areas; the Planning Department developed a number of prioritization factors, weighted in order of importance, as follows:

### 1. Priority for Planning Group

Consider potential historic districts which the respective Community Planning Groups wish to prioritize, as well as any preferred order.

### 2. Survey-Identified vs. Community-Identified

Survey-identified districts have a more developed outline of potential significance, and may be the strongest candidates for designation.

### 3. Volunteer Effort Currently Underway

There are at least 2 efforts underway by community volunteers to prepare nominations (South Park and Inspiration Heights). Prioritization efforts should consider shifting the survey burden from the volunteers to the City.

### 4. Redevelopment Interest

In an effort to provide greater certainty to all parties, consider areas where interest in redevelopment is high due to underlying zoning and allowable density.

Once the potential historic districts are ranked based upon these prioritization factors, the following issues will be taken into consideration when developing the work program:

### 1. Program Capacity

The City's capacity to process nominations is constrained by a number of factors, including funding; staffing; consultant availability/scheduling; and of the workload placed on the Historical Resources Board, which is a volunteer board that meets monthly. Based on historical precedent and best estimates, it is likely that no more than 3 districts can be processed in a single fiscal year.

### 2. Equal Representation of Communities

In an effort to allow each community to have equal representation in the processing of potential districts, the City may take forward one from each planning area each year. Once all districts in a planning area are processed, the work program would alternate 2 in one planning area and 1 in the other.

### 3. Size of the Potential Historic District

Potential historic districts range in size from 11 properties to 458 properties. All district nominations require research; development of a narrative that includes a context statement, period of significance, statement of significance and boundary justification; and survey of each property within the boundary. Processing 3 large potential historic districts in a single year will not be feasible due to the amount of survey work required. Additionally, processing 6 small potential historic districts in a single year will not be feasible due to the amount of work required in researching the area and preparing the required narrative. Therefore, the size of the potential historic districts must be taken into consideration in order to find the right balance. Potential historic districts have been identified as small, medium and large, as follows:

- Small: Less than 50 properties
- Medium: 50-200 properties
- Large: Greater than 200 properties

**STAFF RECOMMENDATION FOR HISTORIC DISTRICT PROCESSING PRIORITIZATION**

<b>FY</b>	<b>DISTRICT</b>	<b>PLANNING AREA</b>	<b>SIZE</b>
<b>2018</b>		Golden Hill	LG
	Heart of Banker's Hill*	Uptown	MED
		North Park	SM
<b>2019</b>		Golden Hill	LG
	Horton's Addition*	Uptown	MED
		North Park	SM
<b>2020</b>	Arnold & Choate's*	Uptown	LG
	Park Boulevard Apartment West & East*	Uptown/North Park	SM/SM (68 tot)
		North Park	SM
<b>2021</b>	Marine View*	Uptown	LG
		North Park	MED
	Second Avenue*	Uptown	SM
<b>2022</b>		North Park	MED
		North Park	MED
	Marston Family*	Uptown	SM
<b>2023</b>	Hillcrest*	Uptown	LG
	Marston Hills*	Uptown	MED
		North Park	MED
<b>2024</b>		North Park	LG
	Inspiration Heights	Uptown	MED
		North Park	SM
<b>2025</b>	Mission Hills Expansion	Uptown	LG
		North Park	MED
	Robinson Place	Uptown	SM
<b>2026</b>	West University Heights	Uptown	LG
	Presidio Hills	Uptown	MED
	John Sherman	Uptown	SM
<b>2027</b>	Northwest Mission Hills	Uptown	LG
	North Florence Heights	Uptown	MED
	Dove Street	Uptown	SM
<b>2028</b>	Park Edge North	Uptown	MED
	Inspiration View	Uptown	SM
	Avalon Heights	Uptown	SM
	Allen Terrace	Uptown	SM

**\*Community Planning Group Priority**

## Issues Related to Historic Resources

A Program Environmental Impact Report was made available for a 45-day public review beginning May 31, 2016. Public review comments and responses to comments addressing the Environmental Impact Report are in the Final Environmental Impact Report. Public comments that specifically pertained to historic resources, their identification and preservation, and proposed regulations for potential historic districts which were received during Environmental Impact Report public review period are addressed below by topic.

### *Timing of Intensive Survey and Processing of all Potential Historic Districts*

Designation of historic districts require additional, intensive level survey work documenting the history and significance of the district, as well as construction history of every property within the district. In addition, district processing procedures require property owner workshops and multiple public hearings. It is not feasible to complete this work for the potential historic districts in time for the adoption hearings for the CPUs. However, the City is developing a multi-year work program to prioritize and schedule processing of the historic districts. In the interim, the proposed supplemental regulations will provide protections to potential contributing resources not currently afforded by the existing regulations.

### *Municipal Code Requirements for Window Replacements*

The Municipal Code currently requires permits for most window replacements, except replacement of windows in single family and duplex development that does not impact the opening or weather-resistant barrier. In addition, any and all window modifications to designated historic resources requires a permit. Modifying the Code to require permits for window replacements of any kind for all properties has far-reaching, citywide implications beyond the CPU areas. Therefore, it is more appropriate to consider this request as part of a future update to the Land Development Code.

### *LGBTQ History and Resources within Uptown*

The City is currently undertaking a separate Historic Context Statement addressing LGBTQ history and historic resources City-wide. This effort will initially conclude in mid-fall. Once complete, this document will be used by City staff and members of the public to assist in the identification and evaluation of LGBTQ resources citywide, including Uptown.

### ***Bungalow/Apartment Court Multiple Property Listings***

The City has received input that the new supplemental regulations for potential historic districts should be applied to the Bungalow/Apartment Court Multiple Property Listings (MPL). However, an MPL is not a historic district, but rather a collection of individual properties with a shared theme and context, and are therefore adequately protected through the City's existing regulations for potential historic resources. Additionally, the supplemental regulations would not provide the protection desired by the community due to the resource type and configuration. The City has also received input that the Bungalow/Apartment Court MPLs should be cross-referenced and linked across planning area boundaries. Any future MPL for Bungalow/Apartment Courts will address the resource as a property type city-wide, and will not be limited by planning area boundaries. Once the context and statement of significance is developed and the MPL established, any Bungalow/Apartment Court in the City will be able to be evaluated and potentially designated under that MPL.

## **Uptown Community Plan Update Comment Topics**

A Program Environmental Impact Report was made available for a 45-day public review beginning June 10, 2016. Public review comments and responses to comments addressing the Environmental Impact Report are in the Final Environmental Impact Report. Public comments that specifically pertained to the Community Plan document and policies which were received during Environmental Impact Report public review period are addressed below.

### **Coordination on Mobility Improvements**

All mobility improvements proposed by the community plan will include further coordination with the appropriate agencies, include additional project level feasibility and cost benefit analysis, and follow standard processing procedures.

- Policy MO-4.7 requires coordination with Caltrans and SANDAG to identify and implement needed freeway and interchange improvements along State Route 163 and Interstate 5.
- Policy MO-4.8 supports traffic operational improvements to facilitate ingress and egress to and from the UC San Diego Medical Center in Hillcrest. For circulation improvements proposed by UCSD, a transportation technical study will need to be conducted by UCSD and submitted to Development Services Department (DSD) and Transportation and Storm Water Department (TSWD) for review and approval.

### **Widening on India Street**

The mobility study conducted for the Uptown community analyzed the Community Plan transportation network system and identified conceptual transportation improvements that could potentially address congested transportation facilities. Section 15126.4 of the CEQA Guidelines requires that the EIR discuss and consider mitigation measures proposed to minimize significant effects. Widening of India Street is identified as a mitigation measure in the PEIR. This measure was evaluated in the mobility study and was not selected for recommendation because it did not meet criteria for improving pedestrian crossing distances, maintain existing on-street parking, and required additional right-of-way from adjacent residential and commercial properties, therefore this measure is not being recommended for implementation since it would conflict with overall goals of the proposed Uptown CPU. The proposed community plan does not propose any policies related to widening India Street.

### **Complete Streets Implementation**

The proposed Uptown Plan includes comprehensive complete streets concepts and provides for increased opportunity for pedestrian and bicycle-oriented transportation. Mobility Element policies included in the proposed draft community plan call for street enhancements to improve multimodal circulation throughout the Uptown community. The Mobility Element describes improvements that support a “complete streets” network and encourage alternative modes of transportation. Specific improvements include enhanced bike paths, improved walkability, attention to transit operations requirements, the inclusion of Intelligent Transportation Systems, and a Transportation Demand Management program.

### **Conversion of Planned District Ordinance (PDO) zoning to Citywide Zoning**

The zoning under the Mid-City Communities and West Lewis Street Planned District Ordinances (PDOs) that would be replaced with citywide zoning. Zones were primarily selected to be consistent

with use and with the existing maximum allowed residential densities in similar PDO zones. To address differences in zoning development standards such as Floor Area Ratio (FAR), setbacks, lot coverage, etc. Citywide zoning development standards were used since Citywide zones represent the optimal correlation between residential density and development standards. Additionally, the Community Plan Implementation Overlay Zone (CPIOZ) is being used to implement building heights that were identified in the plan update process and to establish maximum building heights where none are provided under Citywide zoning. Under the proposed CPIOZ, building heights and the applicable level of development approval within the Mission Hills and Bankers Hill/Park West neighborhoods would be similar as they currently are under the IHO. Building heights within particular areas of Hillcrest would be increased to allow development up to 100 and 120 feet with discretionary review. These new building heights were selected to allow for more development flexibility especially in high density areas in the community. Additionally, these proposed building heights would not only reasonably accommodate high density residential development, but would also allow development transitions to lower-scale neighborhoods, the incorporation of creative design, and provide opportunities for public space on the ground floor.

### **Urban Design Transition Areas**

The community plan includes language and policies to ensure a better transition between future high density/intensity projects along the transit corridors and the lower density neighborhoods adjacent to these areas. In addition to policies related to development transitions, the Urban Design Element of the proposed community plan illustrates the use of a transition plane to assist in transitioning new development instances where new development takes place between lower and higher density areas of the community, where higher scale buildings consistent with the land use designation and zoning could be built adjacent to lower scale buildings. Higher scale buildings along the transition line will need to incorporate designs that provide a transition to lower scale buildings. The draft community plan envisions that the bulk and massing of higher scale buildings will occur along the portion of the building that is farthest away from centerline of major streets and the property line of adjacent, lower scale development.

### **Uptown and North Park Community Plan Area Boundary**

Park Boulevard serves as the current community plan boundary between the Uptown community plan area and the North Park community plan area. During the outreach efforts conducted as part of the community plan update, a number of University Heights residents requested that the North Park community plan boundary be amended to include the portion of the University Heights neighborhood (between Lincoln Avenue and Texas Street) into the Uptown community plan area. After consideration and review, staff determined that the North Park community plan update would not incorporate a boundary change and retain Park Boulevard as the boundary between the Uptown and North Park Community Planning Areas.

# UPTOWN COMMUNITY PLAN

## Document Edits Sheet

Revisions made to the June 2016 version of the Uptown Community Plan include the following edits as a result of subsequent comment provided by the public and review by City Staff:

### LAND USE ELEMENT

#### **2.1 Land Use Context, Page LU-23**

Revised the last sentence in the top left hand column to read: Portions of the community are also affected by the noise from aircraft ~~aircraft noise~~ arriving at and departing from ~~at~~ San Diego International Airport.

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#### **Table 2-3 Uptown Community Plan Land Use Designations, Page LU-30**

Added "CC-3-6 Zone, 2.0/2.0<sup>1</sup>FAR" under "Development Intensity" for "Neighborhood Commercial Residential Permitted 0-44 du/ac."

Revised development intensity for Community Commercial Residential Permitted 0-29 du/ac to "CC-3-4 Zone, 1.0/0.5<sup>1</sup> FAR."

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#### **2.2 Land Use Framework, page LU-32**

Separated Policy LU-2.6 into two policies and created:

Policy 2.7 Concentrate medium and high density housing:

- On upper floors a part of mixed-use development in commercial areas;
  - Adjacent to commercial areas;
  - Near transit and higher volume traffic corridors
- 

#### **2.3 Villages, page LU-39**

Revised Policy LU-3-3 to read: "Encourage "active" commercial business uses on the ground floor level in the Community Village areas ~~Hillcrest Core West~~, especially those that generate pedestrian-oriented activity into the evening."

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### MOBILITY ELEMENT

#### **3.2 Bicycling, Page MO-47**

Revised Policy MO-2-2 to read: "Utilize Uptown's street grid to identify bicycle priority street connecting areas within Uptown to Golden Hill, North Park, Midway-Pacific Highway, and Downtown."

**Figure 3-2: Existing and Planned Bicycle Networks, Page MO-48**

Revised Figure 3-2 to remove Class IV cycle track designation on 4<sup>th</sup> Avenue south of Laurel Street.

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**Figure 3-3: Planned Transit Facilities, Page MO-49**

Revised legend in Figure 3-3 to replace “Bus Rapid Transit (BRT)” to “Rapid (Corridor-level)” and “Rapid Bus” to Rapid (Arterial Level).

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**3.3 Transit, Page MO-49**

Revised figure number at the bottom of the left hand column from “Figure 3-4” to “Figure 3.3.”

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**Figure 3-4: Existing and Functional Street Classifications, Page MO-53**

Revised legend in Figure 3-4 to replace “2 Lane Collector (Multi-family, commercial-industrial fronting)” to “2 Lane Collector (No Center Lane).”

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**Figure 3-5: Planned Street Classifications, Page MO-54**

Revised legend in Figure 3-5 to replace “2 Lane Collector (Multi-family, commercial-industrial fronting)” to “2 Lane Collector (No Center Lane).”

Added 2 Lane Collector (continuous left-turn lane) along Goldfinch Street/Reynard Way between Washington Street and Torrance Street.

Added 2 Lane Collector (continuous left-turn lane) along Richmond Street between Cleveland Street and University Avenue.

Replaced 4 Lane Collector (no center lane) along Sixth Avenue between Laurel Street and Elm Street with 2 Lane Collector (continuous left-turn lane).

---

**3.6 Transportation Demand Management, Page MO-56**

Revised Policies MO-6.1 through MO-6.4 as follows:

MO-6.1 Encourage new commercial and institutional developments, as well as any new stand-alone parking facilities to provide parking spaces for car-sharing.

MO-6.2 Encourage new multifamily residential development to incorporate alternative measures to reduce any need to provide parking spaces in excess of required minimums, which could include, but are not limited to, incorporating car-sharing spaces or providing discounted transit passes to residents.

MO-6.3 Encourage new multifamily residential rental developments to unbundle parking spaces from the rental cost of dwelling units.

MO-6.4 Encourage large employers such as hospitals and the San Diego School District to provide transit passes at reduced rates to employees/students and to allow for flexible work schedules in order to shift trips to off-peak periods.

**3.7 Parking Management, Page MO-57**

Revised Policy MO-7.10 to read: “Work with the Uptown Community Parking District to develop a comprehensive marketing and communication strategy to coincide with the development of a parking management plan in the implementation of a parking management plan within its established boundaries.”

---

**3.7 Parking Management, Page MO-58**

Added new policies:

MO-7.22 Maximize utilization of off-street parking through shared parking agreements.

MO-7.23 Evaluate extending priced parking periods (i.e. beyond 6pm) as part of a dynamic or demand-based parking pricing implementation program.

---

**URBAN DESIGN ELEMENT**

**4.1 Existing Context and Urban Form, Page UD-63**

Deleted reference to “scenic overlooks” from paragraph under “Views, Canyons, and Natural Open Space Preservation.”

---

**4.1 Existing Context and Urban Form, Page UD-63**

Added the following language after the last sentence of the middle paragraph: “Public views in the community consist of viewsheds which are generally unobstructed panoramic views from a public vantage point, and view corridors which are views along public rights-of-way framed by permitted development.”

---

**4.1 Existing Context and Urban From, Page UD-64**

Revised Figure 4-2: Landmarks and Gateways to adjust location of Presidio Park.

---

**4.1 Existing Context and Urban Form, Page UD-66**

Revised Policy UD-1.2 to read: “Preserve and enhance viewsheds/~~scenic overlooks~~ and view corridors from public streets and vantage points as shown on Figure 4-3 Canyons and Views.”

**Figure 4-4: Urban Design Framework, Page UD-68**

Revised figure to include footnote in legend stating: "See Figure 4-2 Landmarks and Gateways for additional details."

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**4.3 Streetscape and Public Realm, Page UD-73**

Revised sentence in the middle paragraph of the left hand column to read: "Uptown's primary Major Through-Corridor streets are Washington Street and Park Boulevard."

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**4.4 Development Form, Page UD-85**

Revised Policy UD-4.9 to read: "Avoid blank walls, Walls should be landscaped or decorated in a manner that makes them visually interesting."

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**4.4 Development Form, Page UD-90**

Revised Policy UD-4.41 to read: "Encourage the incorporation of ~~include~~ public spaces and common areas within multifamily development that are clearly marked and conditioned for pet use."

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**4.4 Development Form, Page UD-95**

Revised Policy UD-4.71 to include "Section 4.5" related to Community Plan Implementation Overlay Zone.

Revised Policy UD-4.72 to read: "Recess ~~Step back~~ upper floors of buildings above..."

Revised last sentence in discussion under Height and Massing in the Hillcrest Core to read: "Refer to figures ~~4-8~~ 4.7 and ~~4-9~~ 4.8 for Neighborhood Center height and massing concepts that are also applicable in the Hillcrest Core."

---

**4.4 Development Form, Page UD-97**

Revised Policy UD-4.76 to read: "Design upper-story additions that are set back from the primary façade of adaptive reuse buildings in order to maintain the overall form of the original building at the front setback to preserve the unique small-scale storefronts along Fifth Avenue between University Avenue and Robinson Avenue and along University Avenue between State Route 163 and Park Boulevard."

---

**4.4 Development Form, Page UD-98**

Deleted: "...based on the location of the transition line in respect to the lot" at the end of the paragraph in the right hand column.

---

**4.4 Development Form, Page UD-99**

Revised Policy UD-4.91 to read: "Utilize a transition plane as a means to minimize the visual intrusiveness of taller scale buildings on neighboring lower scale development. See Figure 4-11."

#### 4.5 Community Plan Implementation Overlay Zone (CPIOZ), Page UD-100

Revised first paragraph to indicate: "...per Chapter 13, Article 2, Division 14 of the Municipal Code..."

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### ECONOMIC PROSPERITY ELEMENT

#### 5.2 Community Revitalization, Page EP-108

Deleted Policies EP-2.1 through EP-2.4 and replaced with new Policies: EP-2.1 Support programs and strategies for attracting, supporting, and retaining small businesses within Uptown and EP-2.2 Support the designation of Hillcrest's core as a Main Street under the National Main Street program and placed with other policies on page EP-112.

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#### 5.2 Community Revitalization, Page EP-112

Deleted Policy EP-2.8 as it was redundant with new Policy EP-2.1.

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### RECREATION ELEMENT

#### 7.1 Parks and Recreation Facilities, Page RE-129 - RE-132

Revised Table 7-1 Population-Based Parks and Recreation Facilities Inventory and Recommendations to add the following new proposed parks, trails, and park equivalencies:

PARKS / RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
Pocket Parks/Plazas				
<u>Clark Street Pocket Park</u>		0.24	Proposed pocket park on vacant, privately-owned property located at the terminus of Clark Street, north of Alameda Terrace, and adjacent to the <u>Mission Hills Open Space</u> .	<u>Acquire, design and construct park amenities to include passive recreation, such as seating, picnic facilities, an overlook and a trailhead to the adjacent Robyn's Egg Trail.</u>
<u>First Street &amp; Robinson Avenue Pocket Park</u>		0.28	Proposed pocket park on vacant, privately-owned property located on the northwest corner of First and Robinson Avenues.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.

PARKS / RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
<a href="#">Falcon Street Pocket Park</a>		0.19	Proposed pocket park on vacant, privately-owned property located on the southwest side of Falcon Street, between Goldfinch and W. Thorn Streets.	Acquire, design and construct park amenities to include passive recreation, such as seating, picnicking and landscaping that optimize views towards Downtown.
<a href="#">Front &amp; W. Juniper Streets Pocket Park</a>		0.46	Proposed pocket park on Port District property, located on the southwest corner of Front and W. Juniper Streets, currently developed as a community garden.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping; continuation of the community garden use may also be considered.
<a href="#">Goldfinch Street &amp; Pennsylvania Ave. Pocket Park</a>		0.32	Proposed pocket park on vacant, privately-owned property located on the west side of Goldfinch Street/Reynard Way, north of W. Pennsylvania Avenue.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
<a href="#">Goldfinch &amp; W. Spruce Streets Pocket Park</a>		0.12	Proposed pocket park on undeveloped City-owned Open Space located on the west side of Goldfinch Street, south of the W. Spruce Street ROW (paper street) and W. Thorn Street.	Design and construct park amenities to include passive recreation, such as a children's play area, walkways, seating, picnicking, and landscaping. Pursue inclusion of the W. Spruce Street ROW (paper street) in the planning and development of the pocket park.
<a href="#">Guy &amp; Henry Streets Pocket Park</a>		0.12	Proposed pocket park on vacant, privately-owned property located on the southern corner of Guy & Henry Streets, adjacent to the Mission Hills Open Space.	Acquire, design and construct park amenities to include passive recreation, such as seating, picnic facilities, an overlook and if feasible, a trailhead to the adjacent Robyn's Egg Trail.
<a href="#">Hawk Street Pocket Park</a>		0.24	Proposed pocket park on 2 privately-owned, vacant parcels, located on the east side of Hawk Street between W. Thorn Street and Horton Avenue.	Acquire, design and construct park amenities to include passive recreation, such as seating, picnicking and landscaping that optimize easterly views. Pursue inclusion of the W. Spruce Street ROW (paper street) in the planning and development of the pocket park.
<a href="#">Hawk Street and Court Way Pocket Park</a>		0.19	Proposed pocket park on vacant, privately-owned property located on the west side of Hawk Street at the intersection with Court Way.	Acquire, design and construct park amenities to include passive recreation, such as seating, picnicking, walkways and landscaping.

PARKS / RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
<u>Horton Avenue &amp; Ibis Street Pocket Park</u>		0.33	Proposed pocket park on vacant, privately-owned property located on the southwest corner of Horton Avenue & Ibis Street.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
<u>Ibis Lane Pocket Park</u>		0.10	Proposed pocket park on a vacant, privately-owned parcel, located on the west side of Ibis Street north of Ibis Lane.	Acquire, design and construct park amenities to include passive recreation, such as seating, picnicking, walkways and landscaping.
<u>Ibis Street Pocket Park</u>		0.12	Proposed pocket park on a vacant, privately-owned parcel, located on the west side of Ibis Street, between W. Lewis Street and W. Montecito Way.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
<u>La Callecita Street Pocket Park</u>		0.11	Proposed pocket park on a vacant, privately-owned parcel, located on the south side of La Callecita Street, between Sunset Road and Witherby Street.	Acquire, design and construct park amenities to include passive recreation, such as seating, picnicking, walkways and landscaping.
<u>Maryland Street Pocket Park</u>		0.21	Proposed pocket park on 2 vacant privately-owned parcels, located on the east side of Maryland Street, between Tyler Avenue, Morrow Way, and an alley.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping.
<u>Mission Valley Overlook</u>		0.10	Proposed pocket park on city-owned open space land within the University Heights Open Space located on the north side of Golden Gate Drive east of Cleveland Avenue.	Design and construct park amenities to include passive recreation, such as interpretive signage, overlook/seating, and landscaping.
<u>Pringle &amp; Puterbaugh Streets Pocket Park</u>		0.24	Proposed pocket park on 2 vacant privately-owned parcels, located on the southern corner of the intersection of Pringle and Puterbaugh Streets.	Acquire, design and construct park amenities to include passive recreation, such as a children's play area, seating, picnicking, walkways and landscaping that optimize views towards Downtown.

PARKS / RECREATION FACILITIES	EXISTING USABLE ACREAGE	FUTURE USABLE ACREAGE	PARKS AND RECREATION FACILITIES LOCATION AND DESCRIPTIONS	PARKS AND RECREATION FACILITIES RECOMMENDATIONS
State and W. Thorn Streets Pocket Park		0.12	Proposed pocket park on a vacant, privately-owned parcel, located on the northern corner of the intersection of State and W. Thorn Streets.	Acquire, design and construct park amenities to include passive recreation, such as seating, picnicking, walkways and landscaping.
Trails <i>(Usable acres credit for trails was determined by multiplying the linear footage of trail by 12'-0" width and divided by one acre, equivalent to 43,560 square feet)</i>				
Maple Canyon Open Space Trail		1.32	Approximately 2,800 linear feet of existing and 2,020 linear feet of new trails located in the Maple Canyon Open Space.	Design and construct approximately 2,020 linear feet of new trails that will connect to public right-of-ways and design and construct trail amenities along new and existing trails, such as protective fencing, native landscaping, trash and recycling containers, interpretive signs, overlooks, etc. where needed and appropriate for the trail type as determined and approved by the City.

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### 7.1 Parks and Recreation Facilities, Page RE-128

Revised second sentence, top paragraph on the right-hand column to: "While the City's primary goal is to obtain land for population-based parks, where ~~vacant~~ suitable land is limited,..."

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### 7.1 Parks and Recreation Facilities, Page RE-133

Revise Policy RE-1.2 to read: "Pursue land acquisition for the create of new public parks and recreation facilities as opportunities arise, with a special effort to locate new park land and facilities in the central and ~~northwestern~~ southwestern areas of the community,..."

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### 7.1 Parks and Recreation Facilities, Page RE-134

Revised Figure 7-4 Parks, Recreation Facilities and Open Space to reflect additional proposed parks, recreation facilities, trails, and park equivalencies.

### **7.1 Parks and Recreation Facilities, Page RE-133**

Revised usable acreage in Table 7-2: Summary of Existing and Proposed Population-Based Parks and Recreation Facilities to reflect additional proposed parks, recreation facilities, trails, and park equivalencies:

Existing Population-Based Parks and Park Equivalencies: ~~18.24 acres~~ 14.66 acres

Proposed Population-Based Parks and Park Equivalencies: ~~36.85 acres~~ 44.16 acres

Total Existing and Proposed Population-Based Parks and Equivalencies: ~~55.06 acres~~ 58.82 acres

Population-Based Park Deficit at Full Community Development: ~~100.90 acres~~ 97.14 acres

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## CONSERVATION ELEMENT

### **8.2 Natural Resource Conservation, Page CE-150**

Deleted bullet point related to "Scenic Overlooks" since only viewsheds and view corridors are identified in the community plan.

### **8.3 Air Quality and Public Health, Page CE-152**

Corrected spelling related to Policy CE-3-3 "...landscaping throughout the community to increase ~~adsorption~~ absorption of carbon dioxide and pollutants."

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### **8.1 Sustainable Development, Page 145**

Added the following policies:

Policy CE-1.11 Continue to monitor the mode share within TPAs within the community in support of the CAP Annual Monitoring Report Program.

Policy CE1.12 Continue to implement General Plan policies related to climate change and support implementation of the CAP through a wide range of actions including:

- Providing additional bicycle and pedestrian improvements in coordination with street resurfacing as feasible.
- Coordinating with regional transit planners to identify transit right-of-way and priority measures to support existing and planned transit routes, Prioritizing for implementation the highest priority bicycle and pedestrian improvements that align with "Vision Zero,"
- Supporting regional improvements that promote alternative modes of transportation, such as mobility hubs.
- Promoting bicycle and car sharing programs.
- Applying the CAP consistency checklist as a part of the development permit review process, as applicable, and
- Supporting and implementing improvements to enhance transit accessibility and operations, as feasible

## NOISE ELEMENT

### **9.1 Noise Compatibility, Page NE-157**

Revised Policy NE-1.12 Raise Awareness to changes in vehicle speed on major thoroughfares within residential areas through the placement of neighborhood traffic calming measures such as landscaping, community identity signs, and installation of public art.

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## HISTORIC PRESEVATION ELEMENT

### **10.1 Prehistoric and Historic Context, Page HP-164**

Deleted redundant paragraph in the right hand column starting with "Development in Uptown remained remarkably steady in the years..." and ending at the end of the page

### **10.2 Identification and Preservation of Historic Resources, Page HP-174**

Revised Policy HP-2.10 to read: "Conduct project specific Native American consultation early in the development review process to ensure adequate treatment and mitigation for significant archaeological sites or sites with cultural and religious significance to the Native American community in accordance with all applicable local, state and federal regulations and guidelines."

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The following policies were added to and revised in the Mobility Element per recommendations approved at Planning Commission on October 6, 2016:

### **3.6 Transportation Demand Management, Page MO-56**

Added the following policy:

Policy MO-6.5 Encourage large employers to provide onsite bicycle storage, lockers, showers and changing rooms to its employees to encourage bicycling to work.

### **3.7 Parking Management, Page MO-57**

Policy MO-7.7 revised to read: "Provide electric vehicle charging stations, both level 2 and DC fast charging, in parking garages, near parks and public facilities and in mixed-use developments.



THE CITY OF SAN DIEGO

**DATE OF NOTICE: November 1, 2016**

## **NOTICE OF CITY COUNCIL PUBLIC HEARING**

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**DATE OF MEETING:** NOVEMBER 14, 2016  
**TIME OF MEETING:** 10:00 A.M.  
**LOCATION OF MEETING:** COUNCIL CHAMBERS, 12TH FLOOR, CITY ADMINISTRATION BUILDING,  
202 C STREET, SAN DIEGO, CALIFORNIA 92101

**PROJECT TYPE:** Amendments to the Uptown Community Plan and General Plan; Municipal Code amendments; Rezones; Program Environmental Impact Report (SCH NO. 2016061023).  
**PROCESS 5**

**PROJECT NAME:** UPTOWN COMMUNITY PLAN UPDATE

**APPLICANT:** City of San Diego

**COMMUNITY PLAN AREA:** Uptown  
**COUNCIL DISTRICT:** 3

**CITY PROJECT MANAGER:** Marlon Pangilinan, Senior Planner  
**PHONE NUMBER/E-MAIL:** (619) 235-5293, [mpangilinan@sandiego.gov](mailto:mpangilinan@sandiego.gov)

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PLEASE ACCEPT THIS AS A NOTICE TO INFORM YOU, as a property owner, tenant or interested citizen, that the Council of The City of San Diego, California will conduct a public hearing, as part of a scheduled City Council meeting, on the following project:

The Uptown Community Plan Update, consisting of the following components: updating and amending the 1988 Uptown Community Plan; amending the Municipal Code to repeal Chapter 15, Article 12 and Article 20 (the Mid-City Communities Planned District and West Lewis Street Planned District); Amendment of Municipal Code Chapter 13, Article 2 (Community Plan Implementation Overlay Zone) and amending the City's certified Local Coastal Program; rezones consistent with the updated Community Plan; certification of a Program Environmental Impact Report, and an Impact Fee Study to revise development impact fees.

The City of San Diego as Lead Agency under CEQA has prepared and completed a comprehensive Program Environmental Impact Report to analyze impacts associated with the project and associated discretionary actions in accordance with Section 15164 of the State of California Environmental Quality Act (CEQA) Guidelines. The final PEIR and associated technical appendices have been placed on the City of San Diego website: <https://www.sandiego.gov/planning/programs/ceqa>

The proposed Uptown Community Plan update would provide a long-range, comprehensive policy and zoning framework for urban growth and development within the Uptown community planning area. The draft Community Plan further implements State of California goals and legislation, the City of San Diego General Plan and Climate Action Plan, and the vision and goals developed by community participants. The draft Uptown Community Plan provides policies and proposals for the distribution and intensity of land uses, protection of neighborhood and historic character, urban design guidelines, and public services and facilities needs among other topics.

The rezone actions would affect approximately 1,875 acres within the approximately 2,700-acre Uptown planning area (this excludes streets and public rights-of-way).

The decision to approve, conditionally approve, modify, or deny the amendments to the General Plan, Uptown Community Plan, the Rezones, and repeal of Mid-City Communities Planned District and West Lewis Street Planned District will be made by the City Council at a future public hearing. A separate notice of public hearing will be provided 10 business days prior to the City Council hearing for this item.

#### Notice of Availability of Local Coastal Program Amendment:

The amendment to the San Diego Municipal Code Chapter 13, Article 2 to amend the boundaries of the Uptown Community Plan Implementation Overlay Zone (CPIOZ) includes the Coastal Zone, therefore the City Council's decision requires amending the City's Local Coastal Program. The final decision by the City Council will occur no sooner than 6 weeks after the date of mailing of this notice. The final decision on the Uptown Community Plan will be with the California Coastal Commission. The City of San Diego must submit this as an amendment for certification to the Coastal Commission. The amendment is not effective in the Coastal Zone until the Coastal Commission unconditionally certifies the amendment.

If you wish to be noticed of the California Coastal Commission hearing on this issue, you must submit a request in writing to the Planning Department, Attention: Marlon I. Pangilinan, Uptown Community Plan Update Project Manager, City of San Diego Planning Department, 1010 Second Avenue, Suite 1200 East Tower, M.S. 413, San Diego, CA 92101, before the close of the City Council public hearing. If you wish to challenge the City's action on the above proceedings in court, you may be limited to addressing only those issues you or someone else have raised at the public hearing described in this notice, or written in correspondence to the City at or before the public hearing.

On October 6, 2016, the Planning Commission recommended 5-0-2 to adopt the actions in the Planning Commission staff report No. PC-16-062 with the following modifications: Include new Mobility Element policies related to bicycle commuter accommodations for large employers and electrical vehicle charging stations, keep the adopted community plan's land use map without the Interim Height Ordinance, include the community plan update policies, eliminate the Planned District Ordinances and use Citywide zoning, include recommendations on the Climate Action Plan, initiate a Specific Plan for the Uptown Gateway District proposal, adopt changes in Attachment 14 of the Planning Commission Staff Report, and to include the Community Plan Implementation Overlay Zone thresholds for community review and remove references to height control.

**The decision of the City Council is final.**

#### **COMMUNICATIONS**

This item may begin at any time after the time specified. Any interested person may address the City Council to express support or opposition to this issue. **Time allotted to each speaker is determined by the Chair and, in general, is limited to three (3) minutes;** moreover, collective testimony collective testimony by those in support or opposition shall be limited to no more than fifteen (15) minutes total per side.

Those unable to attend the hearing may write a letter to the Mayor and City Council, Attention: City Clerk, City Administration Building, 202 "C" Street, San Diego, CA 92101-3862, Mail Station 2A; OR you can reach us by E-mail at: **Hearings1@sandiego.gov** or **FAX: (619) 533-4045**. All communications will be forwarded to the Mayor and Council.

If you wish to challenge the Council's actions on the above proceedings in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the City Council at or prior to the public hearing. All correspondence should be delivered to the City Clerk (at the above address) to be included in the record of the proceedings.

**This material is available in alternative formats upon request. To order information in an alternative format, or to arrange for a sign language or oral interpreter for the meeting, please call the City Clerk's office at least 5 working days prior to the meeting at (619) 533-4000 (voice) or (619) 236-7012 (TT).**

**Notice Date: 11/1/16**

**ELIZABETH MALAND  
SAN DIEGO CITY CLERK**

First Name	Middle Initial	Last Name
Brian		Longmore
Briggs Law Corporation		
Bruce		Coons
David		Butler
Dean		Stratton
Dennis		Sharp
Derek		Danziger
Fong-Ping Lee & Associates, Inc.		
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Gregory	J	Smith
Jaime		Barton
Jim		Gallagher
Joe		Ghio
Keith		Wilschetz
Livia		Borak
Loren		Chico
Mark		Wardlaw
Murtaza		Baxamusa
Neva		Cobian
Noticing Section		Project Manager
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Otto		Emme
Philip		Conard
Robert		Bodenhamer
Robert	C	Johnson
Robin		Kole
Roy		Johnson
Steve	U	Chung
UC San Diego Library		Kim Kane
Walter	B	Bradfield
Kensington Talmadge		Planning Committee
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Sarah		Strand
Albert	W	Taylor
Allen		Di Donato
Allen		Edwards
Amy Jo		Earhart
Belinda		Romero
Bernie		Chase
Beth		Jaworski
Bill	W	Cardenas
Brian		Longmore
Briggs Law Corporation		
Bruce		Coons
Clifford		Weiler
Cindy Haley		California Dept of Fish & Wildlife

Connie		Martin
Cynthia	L	Eldred Esq.
Cynthia		Morgan
David		Butler
Dean		Stratton
Dick		Troncone
Dierdre		Lee
Donald		Rudesille
Douglas		Rushfeldt
Drew		Hubbell
Ed		McCoy
Ernestine		Bonn
Fong-Ping		Lee
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Generation 3 Development Co.		
Geoffrey		Mogilner
Glen		Gundert
Gregory	J	Smith
Guy		Preuss
Ignacio		Orduno
Ione		Stiegler
J	W	Stump
Jack	B	Salb
Jaime		Barton
James		Mellos, III
Jennifer		Pesqueira
Jerry	B	Cox
Jim		Gallagher
Jim		Jennings
Joe		Ghio
John		Nevara
Judy		Gervais
Kay		Haselhorst
Kitty		Callen
Laura		Black
Leonard		Veitzer
Linda		Isley
Linda		Niles
Lisa		Mortensen
Livia		Borak
Louise		Adler
Marjorie		Larson
Mark		Wardlaw
Mark		Warner
Marten		Barry
Mary Lou		Ruane
Mat		Wahlstrom

Monique		Chausse
Murtaza		Baxamusa
Nancy		Parker
Neva		Cobian
<b>Noticing Section</b>		<b>Project Manager</b>
Omar		Mobayed
Otto		Emme
Pat		Meyer
Patrick		Harrison
Paul		Kobos
Peter		Katz
Phil		Dowley
Philip		Conard
Philip		Linssen
Raymond	A	Roy
Robert		Chakarian
Robert	H	Gleason
Robert		Lewis
Robert	D	Orphey
Robert	C	Johnson
Robin		Kole
Ron		Tov
Roy		Johnson
Scott		Bernet
Sev		Macpete
Steve	U	Chung
Steve		Russell
Sue		Weinmeister
T Everett		Welsh
Tom		Mullaney
Toni		Atkins
UC San Diego Library		
Walter	B	Bradfield
William		Haifley
William		Jones
William	A	Smith
Leo		Wilson
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Sarah		Strand
Councilmember		District 1
Councilmember		District 2
Councilmember		District 3
Councilmember		District 4
Councilmember		District 5
Councilmember		District 6

Councilmember		District 7
Councilmember		District 8
Councilmember		District 9
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Alice		Perricone
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Ann		Swanson
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Bob		Kennedy
Bradley	T	Lowe
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Brian		Conway
Brian		Petrini
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Charles		Kaminski
Charles	E	Little
Charles		Bullock
Cheryl		Besmemer
Christine		Fuller
Cindy		Haley
Dan		Linn
Daryl		Lantz
Dave		Little
David		Marshall
David		Abrams
David		Abrams
Dean		Stratton
Deanna		Spehn
Denise		Tallarida
Dennis		Sharp
Dennis		Lynch
Dixie		Brien
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Don		Metzler
Don		Correia
Kim		Kane

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Donald		Schmidt
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Dottie		Surdi
Douglas		Spence
Ed		McCoy
Ed		Huggin
Edwin		Laser
Frank		Phillips
Fred	R	Blecksmith
Gary		Levitt
Gloria		Dunne
Gloria		Turner
Guy		Preuss
Harold		Klotz
Hector		Baca
Irene		Young
J	W	Stump
Jacob		Dekema
James	H	Fox
James		Moore
Jan		Hudson
Janie		Killermann
Jason		Ashman
Jeffrey	D	Shorn
Jennette		Lawrence
Jennifer		Luachesi
Jerry		Elder
Jerry	B	Cox
Jim		Besemar
Jim		Jensen
Jim		Gallagher
Jim		Morrison
Jim		Seman
Jim		Jensen
Joanne		Pearson
Joe		Ghio
John	M	Billy
John		Robertson
John		Ready
John	W	Rickards
Josphe		LaCava
Judy		Maddox
Kathryn		Conniff
Kathy		Mateer
Kathy		Evans

Keeman Family Trust		
Kenneth		Discenza
Kip		Krueger
Kurosh		Raoufpur
Landry		Watson
La Jolla Historical Society		
MCAS Miramar		
Kurt	E	Brickley
Leanne	Howard	Kenney
Lee		Klausen
Lee	E	Winslett
Marco		Sessa
Mark	Lyon	Architect
Mark	L	Marcus
Mark		Lyon
Mark		Wardlaw
Marvin		Cohen
Mary		Coakley
Mary		Perreira
Matthew	N	Martinez
Mee-Slen		Joe
Michael		Pallamary
Michael		Bartell
Mike		Kelly
Mike		Cohen
Mike		Meyer
Mindy		Pellissier
Miriam		McNalley
Myra		Herrmann
Nancy		Kossan
Nancy		Stockwell
Nicholas		Fintzelberg
Nignon		Scherer
Noelle		Morris
Patti		Admas
Paul		Libby
Paul		Reed
Paul		Delmore
Paul		Ross
Peggy		Davis
Phil		Dowley
Philip		Linssen
Phillip		Merten
R	K	Fergin
R Kirk		Obrian
Randall		Read
Remington		Jackson

Rich		Lee
Richard		Warner
Richard		Mitchell
Rob		Hutsel
Robert	D	Orphey
Robert	H	Wade
Robert		Ard
Robert		Chakarian
Robert	H	Gleason
Rodger		Smith
Roger		Stern
Roger	A	Zucchet
S	H	Shu
Sally		Ashburn
Sandy		Kahn
Scott		Bernet
Sherri		Lightner
Sierra Club San Diego Chapter		
Spencer		Maze
Stephen		Hardison
Sue		Geller
Suzanne		Weissman
T	L	Sheldon
Thomas		Steinke
Tim		Golba
Tim		Houlton
Tom		Laughlin
Tom		Gawronski
Tom		DiBenedetto
Vernon		McGahey
Victor	B	Moheno
Wallace		Cunningham
Wally		Saylor
Walter	E	Fielder
Ward	C	Martin
William	A	Smith
William		Kellogg
William		Kenton
William		Howland
William	R	Leslie
Yvette		Marcum
Keith		Wilschetz
La Jolla Light		
City of Del Mar		Community Development
City of Chula Vista		Community Development
City of Coronado		Community Development
City of Imperial Beach		Community Development

City of National City		Community Development
City of Solana Beach		Community Development
Fish & Wildlife Service		US Dept. Of the Interior
California State Lands		Commission
San Diego Unified Port District		Environmental Review
County of San Diego		Planning & Development Services
Caltrans/Planning		ATTN: Jacob Armstrong, Planning
Californing Coastal		Commission San Diego Dis.
Californina State		Coastal Conservancy
SANDAG		
CA Regional Water		Quality Control Board San Diego R
US Coast Guard		Commanding Officer
Naval Facilities		Environmental Planning Division
Carmel Valley		Library
Central		Library
Point Loma		Library
Pacific Beach/Taylor		Library
Ocean Beach		Library
University Community		Library
La Jolla / Riford		Library
San Ysidro		Library
Library		Department
Sara		Osborn
Noticing Section/City Clerk's		
Councilmember		District 1
Councilmember		District 2
Councilmember		District 3
Councilmember		District 4
Councilmember		District 5
Councilmember		District 6
Councilmember		District 7
Councilmember		District 8
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Kim		Wallace
Allen		Jones
Sarah		Strand
Nicole		Capretz
Clifford		LaChappa
Virgil		Perez
Ralph		Goff
Rebecca		Osuna
Robert		Pinto Sr.
Raymond		Hunter
Allen	E	Lawson
Cody	J	Martinez
Anthon R.	R	Pico

<b>Title</b>	<b>Representing</b>	<b>Address</b>
Owner	Permit Solutions	Po Box 503943
Owner	Inland Empire Office	99 East C St Ste 111
Executive Director	Save Our Heritage Organization	2476 San Diego Ave
Chief Deputy	SD County Assessor	1600 Pacific Hwy Rm 109
PM	Melhorn Construction	410 West 30th Street, Suite B
Archivist	San Diego Historical Soc	1649 El Prado Ste 3
VP Nuffer, Smith, Tucker		4045 Third Ave., STE 200
President		10 Corporate Park, Ste 310
		6302 Celia Vista Drive
VP of Inspection		5511 Maryland Ave
Business Agent	Cement Masons Local 500/744	1807 Robinson Ave #206
		PO Box 169
Owner		4352 Niagara Ave
Planning Director	Airport Authority	PO Box 82776
	Coast Law Group	1140 South Coast Highway 101
	San Diego City Schools	4860 Ruffner St
Director	County of San Diego	5510 Overland Avenue, Suite 310
Sr Planner	Center on Policy Initiatives	3727 Camino Del Rio S Ste 100
Project Coordinator	RBF Consulting	9755 Clairemont Mesa Blvd Ste 1
		1222 First Ave MS 501
President	Mobayed Consulting Group	PO Box 178995
Board Member	HRB	2290 Via Lucia
Director	M W Reynolds Construction Inc	1908 Friendship Dr # A
Principal	Vasquez&Marshall and Associates	13220 Evening Creek Dr #117
Planning Director	County of Riverside	4080 Lemon St 9th Fl
		3148 University Ave
Architect		7830 La Mesa Blvd, A
	Department of the Navy	1220 Pacific Highway
	Govt. Information	9500 Gilman Dr 0175P
Engineer	TKG Consulting Engineers	5670 Oberlin Dr
		PO Box 16391
		202 C St. MS11A
		MS 980
		2519 Horton Ave
		3939 1st Ave #100
		4032 Centre St #B
		4661 60th St.
		6378 Malcom Drive
		4357 Arizona St #6
		1033 Lincoln Avenue
		3330 Nile Street
		PO Box 503943
		99 East C St Ste 111
		2476 San Diego Avenue
		2156 Mergho Impasse
		3883 Ruffin Rd

3755 Centre St  
2481 Congress Street  
401 West A street ste. 2600  
1600 Pacific Hwy Rm 109  
410 West 30th Street, Suite B  
2245 San Diego Ave Ste 222  
244 West Brookes Ave  
1027 Alberta Pl  
9954 Beck Dr  
1970 Sixth Ave  
5510 Morehouse Dr #200  
4452 Park Blvd St Ste 104  
10 Corporate Park, Ste 310  
1706 Fifth Ave Ste 200  
3954 Kansas Street  
2737 San Diego Ave  
4860 Ruffner Street  
5511 Maryland Ave  
2653 Keen Dr  
3354 Dale St  
5649 La Jolla Blvd  
4133 Poplar Ave  
666 Upas St #505  
1807 Robinson Ave, Ste 206  
1901 First Avenue, Suite 300  
3695 India Street  
2729 4th Ave # 4  
PO Box 169  
6106 Mary Lane Drive  
4352 Niagara Ave  
4501 Arista St  
6329 50th St Coc Dgs Room 110  
4635 59th St  
3301 Felton St  
2445 Marilouise Way  
3550 3rd Avenue #1B  
4010 Goldfinch St  
1050 Camino Del Mar  
2037 W California St  
1140 South Coast Highway 101  
666 Upas St., Unit 1501  
3717 Wellborn St  
5510 Overland Avenue, Suite 31C  
1001 B Avenue, Ste 217  
123 Camino DeLa Reina 200 Sou  
2207 Mission Ave  
3925 1/2 Centre St

8080 El Paseo Grande Ste a  
3727 Camino Del Rio So., Ste 10  
2122 30th Street #D  
9755 Clairemont Mesa Blvd Ste 1  
1222 First Ave ms 501  
PO Box 178995  
2290 Via Lucia  
4430 Cherokee Ave  
5260 Remington Rd  
1825 Friedrich Dr  
12000 Shaw Valley Rd  
PO Box 8824  
1908 Friendship Dr., Ste A  
2560 First Ave #101  
475 Redwood Street #1003  
3971 Goldfinch St  
998 W Mission Bay Dr  
3544 30th St  
3940 4th Ave Ste#310  
4080 Lemon St 9th Floor  
3148 University Ave  
3033 5th Ave Ste 100  
7830 La Mesa Blvd, A  
2031 2nd Ave  
3203 Felton St  
1220 Pacific Highway  
3406 Cherokee Ave  
2819 Maple St  
PO Box 82129  
3617 Jackdaw St  
2954 Date Street  
9500 Gilman Dr 0175P  
5670 Oberlin Dr  
PO Box 8166  
2550 Fifth Ave, Ste 725  
2729 4th Ave Ste 4  
536 Maple Street No 103  
202 C St. MS 2A  
Redevelopment  
1222 First Ave. MS 511  
  
202 C St. MS 10A  
202 C St. MS 10A

Chair

Uptown Planners

		202 C St. MS 10A
		202 C St. MS 10A
		202 C St. MS 10A
		202 C St. MS 11A
		202 C St. MS 10A
Principal	DSD Code Monitoring	1222 First Ave MS 501
CEO	Dds/GA	2583 Via Merano
	Interior Wood of San Diego	1215 W Nutmeg St
	Partnership	6126 Glennchester Row
		1299 Prospect Street, Suite 3A
VP	Urban Systems Associates	4911 Narragansett St
	Sunset Cliffs National Park	4540 Kearny Villa Rd #106
		3611 Warner St
		3345 Valemont Street
Vice President	Pardee Homes	13997 Recuerdo Drive
		6025 Edgewood Bend Court
		2221 Garfield Rd
Office Manager	Architect Mark D Lyon Inc	3927 Atascadero Drive
		410 Bird Rock Ave
		950 Thomas Ave
Owner	Inland Empire Office	1479 Lost Creek Road
		99 East C St Ste 111
Property Owner		4819 Del Monte
		5156 W Point Loma Blvd
Kental Planning		4534 Muir
		4558 Norma Dr
		PO Box 600506
		PO Box 7491
PB Planning Committee	Del Mar Planning Board	5159 Shaw Ridge Rd
		1378 Chalcedony St
Architect	California Dept of Fish & Wildlife	3883 Ruffin Rd
Principal	Lantz Design	5732 Bellevue Ave
		15576 Paseo Jenghiz
Principal	Heritage Architecture	5511 Linda Rosa Ave
General Manager	Fairbanks Ranch Assoc	625 Broadway # 800
General Manager	Fairbanks Ranch Assoc	PO Box 8166
	Melhorn Construction	PO Box 8166
Chairman	Tierrasanta Community Council	410 West 30th Street, Suite B
Architect	Larsen Tallarida Architects	10371 Matador CT
Archivist	San Diego Historical Soc	7679 Rowena St
		1649 El Prado # 3
		812 Balboa Ct
President	Dewhurst & Assoc	4762 Brighton Ave
Co-Owner	Coastal Trailer Villa	PO Box 574
		6302 Elmhurst Dr
		3211 Dickens Street
Govt Info Librarian	UC San Diego Library	9500 Gilman Dr 0175-P

Exec Director Citizen	N City West School Facilities Financing	309 N Rios Ave 2853 Cliffridge Way 5536 Calumet
Owner	Ideas Sperry Van Ness	4869 Del Monte Ave 2736 Grandview Street
Branch Manager	SD Public Library	4275 Cass St
Vice President	Fairfield Residential	5510 Morehouse Dr #200 3863 Del Mar Ave
Principal	Architect	4615 Pavlov Avenue #2
Principal	Phillips Architecture	4998 Academy St
Pres	Blecksmith Assoc	1706 Fifth Ave # 200
Chair	Del Mar Mesa CPB Permit Review Committee CPA	3525 Del Mar Heights Rd #246 7241 Rue Michael
Board Member	Paradise Hills Village Council	PO Box 6104 2653 Keen Dr 14083 Montfort CT 8191 Brennan St 13671 Mercado Drive
	City Heights Business Improvement	4133 Poplar Ave 225 Bird Rock Ave 855 LA Jolla Rancho Rd
Owner Chair	Mission Bay Realty Del Mar Planning Board Torrey Pines Community Planning Board	2002 Grand Ave 5121 Shaw Ridge Rd 2531 Via Merano 1317 10th Street
Architect	Shorn & Kaminski Architects	7723 Fay Ave # 5
Director of Government & Commur Public Land Management Specialis	Family Health Centers of San Diego State Lands Commission J L Elder Corporation	823 Gateway Center Wy 100 Howe Ave #100-S Po Box 308
Architect	Wm Smith Assoc A/A Del Mar Planning Board	2729 4th Ave # 4 5159 Shaw Ridge Rd
Architect		1591 Natuilus Street PO Box 169 2130 Reed Ave PO Box 60754
Architect	Butler Property	1591 Natuilus Street
Coastal Comm Chair	Sierra Club	1525 Buckingham Drive
Owner		4352 Niagara Ave
Attorney		1140 Wall Street, Unit 9042 4455 MT Castle Ave
Attorney		3829 Mission Blvd
	Sinner Brotehrs Inc	3452 Hancock Street
Vice President	Interra	5274 LA Jolla Blvd 3813 Del Mar Ave
Director of Construction	Jack in the Box Chair PB Com Plan Committee	12780 Via Felino 851 Oliver Ave 721 Windemere Ct

Civil Engineer/President	Site Design Associates Inc	7982 Miramar Rd
Member	OB Greens	1016 Broadway #A
President	R C E	2232 Sunset Cliffs Blvd
	Chair	8952 January Place
		5155 West Point Loma Blvd #14
	MCAS Miramar	P.O. Box 2085
Principal		P.O. Box 452001
Administrator	Carmel Mountain Ranch	4973 Millwood Rd
		8210 Santaluz Village Grn S
		12150 Carmel Park Dr
Vice-President	Wells Fargo Community Lending	401 B St Ste 304-A
Vice President	Sudberry Properties	5465 Morehouse Dr # 260
Architect		410 Birdrock Ave
Assistant Head of School	La Jolla Country Day School	9409 Regents Rd
Architect	Architect	410 Birdrock Ave
	Director	5510 Overland Avenue, Suite 31C
La Jolla Shores		5745 Friars Rd # 130
Secretary	LJ CPA	2120 Vallecitos #203
Peninsula Board		3027 Jarvis St
Structural Engineer	Blaylock Engineering Group	1660 Hotel Circle North, Suite 500
Vice President	Coast Income Prop	4350 LA Jolla Village Dr #150
President		7755 Fay Ave Ste J
		4238 Balboa Ave
	Del Mar Planning Board	11591 Polaris Dr
Executive Dir	Lawrence Jewish Community Center	4126 Executive Drive
		714 Coronado Ct
	Ocean Beach Planning Board	4933-C Voltaire St
	Del Mar Planning Board	P.O. Box 82
		3230 Ingelow Street
Director	UCSD Real Estate Development	9500 Gilman Dr M.C. 0982
		1419 Chalcedony St
Member	Peninsula Planning Board	730 Golden Park Ave
Ph D Cd	Pen Comm PL BD	3851 Centraloma Dr
Ex Director	San Diego Oceans Foundation	1875 Quivera Way, Suite C-5
Secretary	PT Loma Assn	PO Box 60212
		7846 Esterel Drive
President	Jc Resorts	533 Coast Blvd So
	PBCPC	1181 Agate St
Principal	PB Consulting	1015 Archer St
	La Jolla Community Planning Group	8387 Paseo De Ocaso
President	Curlew Development	PO Box 8824
Owner	First Management Assoc	2560 First Ave #101
Principal Architect	Philip A Merten AIA Architect	1236 Muirlands Vista Way
		1779 Oceanfront St
Architect	Aedifice Architectural	2805 Canon Street
President	John C Read Construction	2126 Jimmy Durante Blvd
	Del Mar Planning Board	PO Box 104

P M	Rosado Associates	PO Box 13086
Pres	Warner Design Associates	6018 Bellevue Ave
		744 Avalon CT
Executive Director	San Diego River Park Foundation	PO Box 80126
President	Acadia Corporation	3940 4th Ave Ste #310
	Real Estate Investments	10762 Pacific Canyon Highway
	Christ Church of San Diego	2061 54th Street
	Evans Hotel	3971 Goldfinch St
Director of Facilities	Del Mar Union School District	998 W Mission Bay Dr
		11232 El Camino Real, Suite 100
		2340 Calle Corta
Architect		5643 Linda Rosa Ave
Geotechnical Engineer	Self Consulting	4025 Harbor Dr
	La Jolla Shores ASC	2744 Inverness Drive
	Del Mar Planning Board	PO Box 787
Architect	Scott Bernet Architects	2031 2nd Ave
		8551 La Jolla Shores Dr
		8304 Clairemont Mesa Boulevard
	La Jolla Community Planning Association	1005 Havenhurst Dr
Architect		280 Franz Valley School Road
		2488 Hidden Valley Rd
Lj Shores Adv Bd		1857 Spindrift Drive
Pres	T L Sheldon & Assoc Inc	PO Box 82836
	S C M V	750 B St #2100
Principal	Golba Architecture	1940 Garnet Avenue, Suite 100
		4820 Point Loma Ave
		PO Box 997
Chair	OB Planning Board	4867 Coronado Ave
	Del Mar Planning Board	2726 Shelter Island Dr
Owner		6416 Lake Shore Drive
Attorney At Law		1522 S. Mooney Boulevard, Suite
President	Wallace E Cunningham Inc	1104 West Arbor Drive
		1210 Oliver Ave, C
Owner	Walter E Fielder Inc	4895 Savannah St
		10232 Kamwood CT
	William A Smith Associates	2729 4th Ave Ste 4
	FW & FS Kellogg Trusts	2000 Spindrift Dr
	Chair	3235 Hancock Street
Broker	Wm Howland and Assoc	9307 Carlton Hills Blvd
Architect	W R Leslie AIA	6124 LA Jolla Mesa Drive
Chair	La Jolla Commuity Planning Association	PO Box 889
	Airport Authority Planning Director	PO Box 82776
		565 Pearl St # 300
		1050 Camino del Mar
		276 Fourth Ave.
		1825 Strand Way
		825 Imperial Beach Blvd

Division

Region 9

1243 National City Boulevard  
635 S. Hwy 101  
2177 Salk Avenue #250  
100 Howe Ave #100-S  
P.O.Box 120488  
5510 Overland Ave.  
4050 Taylor St  
7575 Metropolitan Dr. Ste 103  
1330 Broadway Ste. 1100  
401 B St. Ste 800  
2375 Northside Drive #100  
2710 North Harbor Drive  
1220 Pacific Highway  
3919 Townsgate Dr  
820 E Street  
3701 Voltaire St.  
4275 Cass St.  
4801 Santa Monica Ave  
4155 Governor Dr  
7555 Draper Ave.  
101 W. San Ysidro Blvd  
Gov. Documents  
1222 First Ave. MS 413  
202 C St. MS 2A  
202 C St. MS 10A  
202 C St. MS 11A  
1222 First Ave. MS 511  
202 C St. MS 11A

Climate Action Campaign  
Barona Group of Capitan Grande  
Lipay Nation of Santa Ysabel  
Campo Band of Mission Indians  
Inaja Band of Mission Indians  
Ewiiapaayp Tribal Office  
Jamul Indian Village  
San Pascual Band of Mission Indians  
Sycuan Band of the Kumeyaay Nation  
Viejas Band of Kumeyaay Indians

4452 Park Blvd 209  
1095 Barona Road  
PO Box 130  
36190 Church Rd, Suite 1  
2005 S. Escondido Bl  
4054 Willows Rd.  
PO Box 612  
PO Box 365  
1 Kwaaypaay Court  
PO Box 908

<b>City</b>	<b>State</b>	<b>ZIP</b>
San Diego	CA	92150
Upland	CA	91786
San Diego	CA	92110
San Diego	CA	92101
National City	CA	91950
San Diego	CA	92101
San Diego	CA	92103
Irvine	CA	92606
San Diego	CA	92115
La Mesa	CA	91942
San Diego	CA	92103
San Clemente	CA	92674
San Diego	CA	92107
San Diego	CA	92138
Encinitas	CA	92024
San Diego	CA	92111
San Diego	CA	92123
San Diego	CA	92108
San Diego	CA	92124
San Diego	CA	92101
San Diego	CA	92177
La Jolla	CA	92037
El Cajon	CA	92020
San Diego	CA	92128
Riverside	CA	92501
San Diego	CA	92104
La Mesa	CA	91941
San Diego	CA	92132
La Jolla	CA	92093
San Diego	CA	92121
San Diego	CA	92176
San Diego	CA	92101
San Diego	CA	92101
San Diego	CA	92103
San Diego	CA	92103
San Diego	CA	92115
San Diego	CA	92115
San Diego	CA	92104
San Diego	CA	92103
San Diego	CA	92104
San Diego	CA	92150
Upland	CA	91786
San Diego	CA	92110
San Diego	CA	92110
San Diego	CA	92123

San Diego	CA	92103
San Diego	CA	92110
San Diego	CA	92101
San Diego	CA	92101
National City	CA	91950
San Diego	CA	92110
San Diego	CA	92103
San Diego	CA	92103
Santee	CA	92071
San Diego	CA	92101
San Diego	CA	92121
San Diego	CA	92116
Irvine	CA	92606
San Diego	CA	92101
San Diego	CA	92104
San Diego	CA	92110
San Diego	CA	92111
La Mesa	CA	91942
San Diego	CA	92139
San Diego	CA	92104
La Jolla	CA	92037
San Diego	CA	92105
San Diego	CA	92103
San Diego	CA	92103
San Diego	CA	92101
San Diego	CA	92103
San Diego	CA	92103
San Clemente	CA	92674
San Diego	CA	92115
San Diego	CA	92107
San Diego	CA	92103
San Diego	CA	92120
San Diego	CA	92115
San Diego	CA	92104
San Diego	CA	92103
San Diego	CA	92103
San Diego	CA	92103
Del Mar	CA	92014
San Diego	CA	92110
Encinitas	CA	92024
San Diego	CA	92103
San Diego	CA	92103
San Diego	CA	92123
Coronado	CA	92118
San Diego	CA	92108
San Diego	CA	92116
San Diego	CA	92103



San Diego	CA	92101
Del Mar	CA	92014
San Diego	CA	92101
La Jolla	CA	92037
La Jolla	CA	92037
San Diego	CA	92107
San Diego	CA	92123
San Diego	CA	92106
San Diego	CA	92106
Del Mar	CA	92014
San Diego	CA	92130
San Diego	CA	92110
San Diego	CA	92107
La Jolla	CA	92037
San Diego	CA	92109
Chula Vista	CA	91915
Upland	CA	91786
San Diego	CA	92107
San Diego	CA	92107
San Diego	CA	92107
San Diego	CA	92115
San Diego	CA	92160
San Diego	CA	92167
San Diego	CA	92130
San Diego	CA	92109
San Diego	CA	92123
La Jolla	CA	92037
San Diego	CA	92129
La Jolla	CA	92037
San Diego	CA	92101
Rancho Santa Fe	CA	92067
Rancho Santa Fe	CA	92067
National City	CA	91950
San Diego	CA	92124
San Diego	CA	92119
San Diego	CA	92101
San Diego	CA	92109
San Diego	CA	92107
La Jolla	CA	92038
San Diego	CA	92120
San Diego	CA	92106
La Jolla	CA	92093

Solana Beach	CA	92075
La Jolla	CA	92037
La Jolla	CA	92037
San Diego	CA	92107
San Diego	CA	92110
San Diego	CA	92109
San Diego	CA	92121
San Diego	CA	92106
San Diego	CA	92122
San Diego	CA	92109
San Diego	CA	92101
San Diego	CA	92130
La Jolla	CA	92037
San Diego	CA	92166
San Diego	CA	92139
San Diego	CA	92128
San Diego	CA	92114
Del Mar	CA	92014
San Diego	CA	92105
La Jolla	CA	92037
La Jolla	CA	92037
San Diego	CA	92109
San Diego	CA	92130
Del Mar	CA	92014
Coronado	CA	92118
La Jolla	CA	92037
San Diego	CA	92102
Sacramento	CA	95825
La Jolla	CA	92038
San Diego	CA	92103
San Diego	CA	92130
La Jolla	CA	92037
San Clemente	CA	92674
San Diego	CA	92109
San Diego	CA	92166
La Jolla	CA	92037
La Jolla	CA	92037
San Diego	CA	92107
La Jolla	CA	92038
San Diego	CA	92117
San Diego	CA	92109
San Diego	CA	92110
La Jolla	CA	92037
San Diego	CA	92106
Del Mar	CA	92014
San Diego	CA	92109
San Diego	CA	92109

San Diego	CA	92126
El Cajon	CA	92021
San Diego	CA	92107
San Diego	CA	92122
San Diego	CA	92107
La Jolla	CA	92038
San Diego	CA	92145
San Diego	CA	92117
San Diego	CA	92127
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San Diego	CA	92101
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La Jolla	CA	92037
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La Jolla	CA	92037
San Diego	CA	92123
San Diego	CA	92110
La Jolla	CA	92037
San Diego	CA	92106
San Diego	CA	92108
San Diego	CA	92122
San Diego	CA	92037
San Diego	CA	92117
San Diego	CA	92126
La Jolla	CA	92037
San Diego	CA	92109
San Diego	CA	92107
Chico	CA	95927
San Diego	CA	92106
La Jolla	CA	92093
San Diego	CA	92109
San Diego	CA	92106
San Diego	CA	92107
San Diego	CA	92109
San Diego	CA	92166
La Jolla	CA	92037
La Jolla	CA	92037
San Diego	CA	92109
San Diego	CA	92109
La Jolla	CA	92037
La Jolla	CA	92038
San Diego	CA	92103
La Jolla	CA	92037
San Diego	CA	92107
San Diego	CA	92106
Del Mar	CA	92014
Del Mar	CA	92014

La Jolla	CA	92039
La Jolla	CA	92037
San Diego	CA	92109
San Diego	CA	92138
San Diego	CA	92103
San Diego	CA	92121
San Diego	CA	92105
San Diego	CA	92103
San Diego	CA	92109
San Diego	CA	92130
La Jolla	CA	92037
La Jolla	CA	92037
Carlsbad	CA	92008
La Jolla	CA	92037
Solana Beach	CA	92075
San Diego	CA	92101
La Jolla	CA	92037
San Diego	CA	92111
La Jolla	CA	92037
Calistoga	CA	94515
San Diego	CA	92037
La Jolla	CA	92037
San Diego	CA	92138
San Diego	CA	92101
San Diego	CA	92109
San Diego	CA	92107
San Jacinto	CA	92581
San Diego	CA	92107
San Diego	CA	92101
San Diego	CA	92119
Visalia	CA	93277
San Diego	CA	92103
San Diego	CA	92109
San Diego	CA	92110
San Diego	CA	92126
San Diego	CA	92103
La Jolla	CA	92037
San Diego	CA	92110
Santee	CA	92071
La Jolla	CA	92037
La Jolla	CA	92038
San Diego	CA	92138
La Jolla	CA	92037
Del Mar	CA	92014
Chula Vista	CA	91910
Coronado	CA	92118
Imperila Beach	CA	91932

National City	CA	91950
Solana Beach	CA	92075
Carlsbad	CA	92008
Sacrament	CA	95825
San Diego	CA	92112
San Diego	CA	92123
San Diego	CA	92110
San Diego	CA	92108
Oakland	CA	94612
San Diego	CA	92101
San Diego	CA	92108
San Diego	CA	92101
San Diego	CA	92132
San Diego	CA	92130
San Diego	CA	92101
San Diego	CA	92107
San Diego	CA	92109
San Diego	CA	92107
San Diego	CA	92122
La Jolla	CA	92037
San Diego	CA	92173
MS 17		
San Diego	CA	92101
MS 980		
San Diego	CA	92116
Lakeside	CA	92040
Santa Ysabel	CA	92070
Campo	CA	91906
Escondido	CA	92025
Alpine	CA	91901
Jamul	CA	91935
Valley Center	CA	92082
El Cajon	CA	92019
Alpine	CA	91903